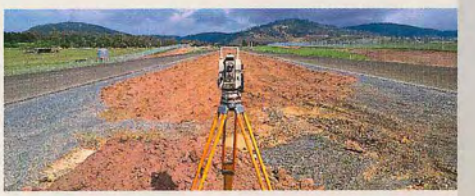
Transport & Works

1992-93 Annual Report



Transport & Works 1992-93 Annual Report

AUSTRALIAN ROAD RESEARCH BOARD
0013126

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Our Ref: 23/75

Transport & Works

25 November 1993

Hon Ian Braid MHA
Minister for Transport and Works
Parliament House
HOBART 7000

Dear Minister

In accordance with Section 27 of the Financial Management and Audit Act 1990, I am pleased to submit for your information and presentation to Parliament, the Annual Report of the Department of Transport and Works for the year ending 30 June 1993.

The statements of accounts and the Auditor-General's certificate are included.

Yours sincerely

Tony Pedder
SECRETARY

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OVERVIEW

Our Department's responsibilities include the construction and maintenance of the State's road network and the licensing and registration of the drivers and vehicles that use the system; the development and management of the Government's capital works program; the provision of a Bass Strait sea passenger service by Abel Tasman and the Bruny Island ferry service with Mirambeena and Harry O'May. We carry out on behalf of the Government an extremely varied range of activities and services in the important areas of transport and works.

Meeting the needs of Tasmanians

Nearly every Tasmanian is a client of our Department - be it through travelling on our extensive road network, being a holder of a transport concession or one of the many types of licences issued, a user of one of our State owned jetties or airports, or one of the many thousands of children who daily travel to school by bus. Our daily contribution to Tasmania's well being is clearly significant.

We have a dynamic and varied brief to serve the people of Tasmania through providing and maintaining a safe, convenient, efficient and effective transport system to meet the present and future needs and preferences of Tasmanians.

It is within this context that our Department has operated in the 1992-93 financial year and is now planning for the future.

Nearly every Tasmanian is a client of our Department...

Structural Change

Our Department experienced structural changes with:

- The Government's decision in February 1993 to form the Department of Transport and Works through the amalgamation of the former Departments of Roads and Transport, and Construction.
- The creation of a Special Projects Division with the sole aim of ensuring the successful replacement of the TT-Line's ferry, Abel Tasman, with the Spirit of Tasmania.
- The restructuring of the Transport Client Services Division to create a Public Vehicle Management sub-program to better address our Department's responsibilities under the Traffic Act 1925 in relation to public vehicles.
- The drawing together of the various policy development functions, including the road safety policies and programs, of the Department into the renamed Policy Development and Co-ordination Division.

As a result of these structural changes, our Department has been organised into seven programs, the majority of which have several sub-programs. Each program is managed by a Head Office situated in Hobart. Regional offices are located in Glenorchy, Derwent Park, Moonah, Mornington, Launceston, Devonport, Ulverstone, and Burnie.

With the move to corporatisation well advanced at the time of amalgamation of the Departments of Roads and Transport, and Construction, it was decided that the former Department of Construction would operate as Works Tasmania and continue with its program of corporatisation.

In terms of the road construction program, the amalgamation required that procedures be implemented to maintain the relationship between the Principal and the Contractor (Works Tasmania) on all publicly tendered works. The Civil Construction Services of Works Tasmania retained a separate identity for the purposes of preregistration as a contractor. The contracts were administered by the Transport Infrastructure Division under delegated authority from the Principal. All tenders from Works Tasmania for publicly tendered works were, therefore, treated in the same manner as tenders from private contractors.

MAJOR ACHIEVEMENTS

Spirit of Tasmania

Our Department has responsibility for overseeing the largest single investment ever undertaken by a Tasmanian Government outside of a power scheme, the replacement of TT-Line's ferry, Abel Tasman, with the larger and more modern Spirit of Tasmania. Our Special Projects Division is ensuring that this $180 million replacement project will be successfully completed by December 1993.

Members of our Special Projects Division have worked closely with the management of TT-Line on the project during 1992-93 and have addressed some 50 major tasks during this period.

In association with the Spirit of Tasmania's entry on the Bass Strait service, legislation has been prepared for the incorporation of TT-Line. This follows the Government's commitment to fully commercialise TT-Line before the new vessel enters service.

Move to Corporatisation of Works Tasmania

In August 1992, the Government announced that the former Department of Construction would operate as a stand-alone corporate entity by July 1994. With the restructuring of operations as Works Tasmania under the Department of Transport and Works in February 1993, substantial changes structurally and financially have occurred during the year in readiness for that move.

Other Major Achievements

Significant amongst our Department's other achievements have been:

- The rejuvenation of the Tasmanian Transport Industry Advisory Council (TTIAC) as the major vehicle for wide Government consultation on transport issues, particularly the analysis of the impact of transport reform policies being considered at both national and state level.
- The acceleration of the State's road program following major increases in funding from the Commonwealth through the One Nation Statement and the Black Spot Program.
- The implementation of the Log Truck Rationalisation Scheme, with a view to increasing efficiency and addressing over-capacity problems.
- The implementation of a number of reforms consistent with the National Road Transport Commission's (NRTC) charter including:
  - the introduction of RORVL C axle load limits.
  - the commencement of the trialing of B-Doubles.
  - the introduction of NRTC recommended height limits.
- A significant facilitator role in assisting Tasmania Police with the introduction of speed cameras in Tasmania as a road safety initiative.
- The development and release of a Road Safety Strategy Plan for Tasmania for public discussion and progress towards the implementation of its key principles.
- A considerable increase in private sector participation in the delivery of the roads program.
- The chairing of a study into the reform of the Tasmanian taxi industry which proposes major changes to the taxi industry structure, licensing, supply and demand of services, driver conditions and service standards for the general public.
- A review of Tasmanian speed zoning practice and considerable progress towards implementing the recommendations accepted by Government.
- A new format for the presentation of budget information in the Appropriation Bill has been developed for the 1993-94 budget process.

Financial Performance

Our Department's expenditure during the financial year was contained within the Appropriation Act 1992-93.

A comprehensive review of the internal audit function was undertaken during the year including a risk management assessment.

Transport Commission

Many of the staff working in the Transport Client Services Division perform duties on behalf of the Transport Commission which is a corporation sole established by the Transport Act 1981 for the purposes of carrying out specific functions identified by that Act and the Traffic Act 1925.

The day to day activities of the Transport Commission, particularly in the areas of public vehicle licensing and licensing of drivers, is set by those Acts at arms length from the Government of the day.

New Annual Report Format

Our Department's presentation of this annual report follows a new format. It is intended that the report be more reader friendly and there is continuity in terms of the headings under which information on our Department's programs and sub-programs are reported. This approach provides an overview of each program and clearly shows each sub-program's aims, activities, achievements and the ongoing major issues that will be a concern and provide a focus for the future.

In preparing this report, our Department has attempted to incorporate the recommendations made by the Auditor-General in his Special Report No. 4 on Standard of Annual Reporting by Government Departments in May 1993.

Staff Recognition

In the light of the restructuring that has occurred during the year, it has been a difficult and challenging period for all. I would like to thank staff for their commitment, tolerance and efforts and I look forward to continuing to work with them in the future.

Tony Pedder

Secretary

Our staff are our most valuable asset...

Our staff are our most valuable asset, and the Department is working towards ensuring for each of them:

- Appropriate induction.
- Personal development.
- Career training and development.
- Optimal work practices through equal employment opportunity (EEO).
- Health and safety at work.

A training course in progress at our Staff Development centre at Sackville Street.

Over the past 12 months, the Department has supported staff development through a range of activities.

Our staff attended around 240 different training courses, seminars and conferences, covering a wide range of generic and program specific training. Topics included communication, negotiation and conflict resolution skills, job applications and interview techniques, managing change, first aid, defensive driving, worksite traffic management, property acquisition, safety audit training and value management. The investment in training and development exceeded Training Guarantee Act requirements for the Department.

New training facilities have been opened at Sackville Street and are available for training courses, meetings and presentations. These excellent facilities can cater for up to 20 people.

External Staff Training

The following staff successfully completed the tertiary courses listed during 1992-93. Support for their training was provided by the Department through the assisted study scheme or scholarships:

Associate Diploma of Business Accounting -
Kevin Summers

Associate Diploma of Computers in Business -
Steve Harris

Associate Diploma of Computers in Science -
Steve Harris

Associate Diploma of Engineering (Civil) -
Ricky Smith

Bachelor of Business -
Rod Fazackerley
Scott Marston

Bachelor of Science -
David Craig

Certificate in Automotive Electrical Servicing -
Danny Richardson

Master of Business Administration -
Graeme Booth

Post Graduate Diploma in Management -
Peter Alexander
John Eckersley-Maslin
Frank Giana
Johan Van der Niet
Andrew van Emmerik

Public Sector Management Development Certificate -
Ross Cubit
Geoff Doyle
Ian Wilcox.

Staff Achievements

This year many of our staff have excelled in a range of pursuits outside the work environment and congratulations are extended to all those concerned.

Four of these staff members were able to pursue their interests through the granting of special leave which is available to all staff to enable participation in international and national sporting and cultural events.

- Michael Colbourn competed in the Australian Closed Table Tennis Championships in Hobart in September 1992. He participated as a member of the Tasmanian Senior Table Tennis Team.

- Bruce Coles played with the Tasmanian Super Rules Team (Australian Rules Football for over 35 year olds) which came second in the national competition held on the Gold Coast in September/October 1992. He was named best player for Tasmania and made the All Australian Side.
- Jeremy Firth held the official position of Officer of the Day during the Prince Philip Cup held in Hobart in January 1993. The Cup is the national championships for Dragon class yachts.
- Gar Foong was a member of the State Grand National Team which played in the national final of the Australian Bridge Federation championships in Sydney in November 1992.

Three other members of our staff achieved significant recognition for activities which closely related to their work place.

- In April, Mathew Woodhouse won the Launceston Mitsubishi award for Tasmanian Third Year Automotive Apprentice of the Year. He received his award at the Launceston Federal Casino and was one of six apprentices nominated for the overall award for Apprentice of the Year. Mathew is now qualified in his trade and has moved on to Centrepoint Toyota in Ulverstone.
- David Ransley, who is classified as blind, has made a name for himself in designing the Ransley Braille Interface which is manufactured in New Zealand and sold internationally. David uses the device at work to obtain his braille print-outs.

David Ransley with his Ransley Braille Interface invention.

- Bill Dewar was presented with a certificate by the Honorary Justices' Association of Southern Tasmania in recognition of 20 years service to the community as a Justice of the Peace.

Corporate Games

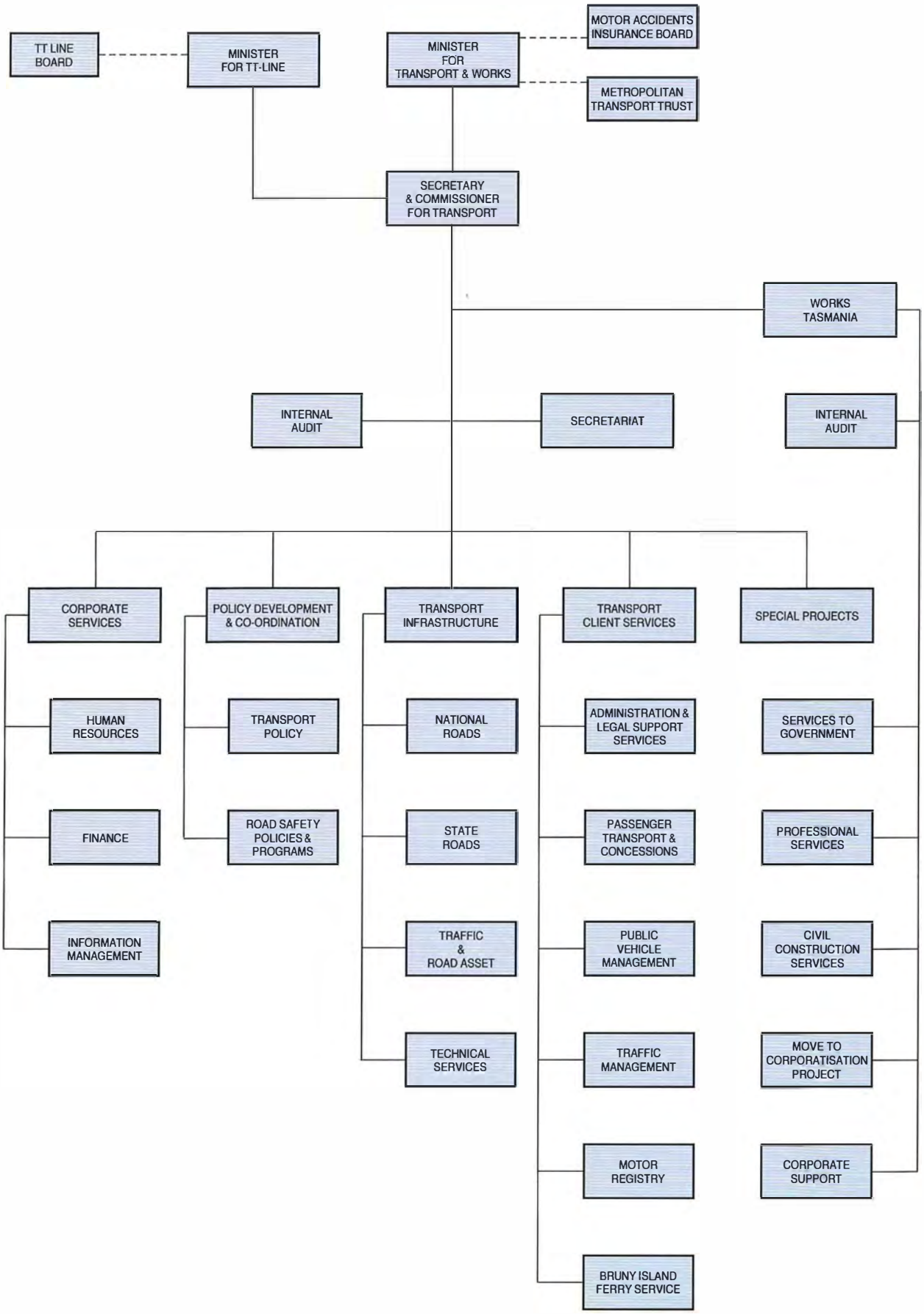
Our Department entered talented teams in the road run events at the Autumn and Spring Corporate Games. The road run is a very popular and highly competitive event, where athletes participate in eight runs of varying distances over a two month period. For each race, the first four runners to finish in each team score points according to where they are placed in the field (first place scores 1, second 2 and so on), so that the winning team is the one with the lowest total at the end of the competition. Our teams finished a highly commendable second on each occasion, hot on the heels of the leaders.

Staff Social Activities

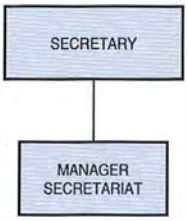
Throughout the year, our staff have enjoyed a number of social events organised by the Social Club - Transtas, and by the Civil Construction Services Sports and Social Club. Each provides a great opportunity for staff to socialise, share delicious foods and enjoy a range of beverages at minimum cost. For Transtas, highlights for 1992-93 included the Children's Christmas Barbeque at Risdon Brook Dam, a Curry and Spice and Everything Nice Night, Early Good Friday Night and a Pizza Night. Major events for the Civil Construction Services Sports and Social Club included the Annual Children's Picnic held at Richmond, the Christmas Dinner at Wrest Point and monthly barbeques attended by retirees.

Transtas Christmas Band.

ORGANISATION STRUCTURE



SECRETARIAT



MANAGER SECRETARIAT: *Penny Nicholls*

Overview:

Established in November 1991, the 1992-93 financial year was a period of consolidation for the Secretariat. This program has played an important communications co-ordination role. A new role delegated to the Manager Secretariat is to co-ordinate requests under the Freedom of Information Act 1991, which came into effect on 1 January 1993.

Aim:

To ensure effective and timely communication and transfer of policy advice and information to the Secretary and between the Department and the Minister's Office.

Activities:

A ministerial tracking system was maintained to ensure effective and timely communication and transfer of information between the Department and the Minister's Office. The Secretariat also prepared material on a wide range of issues for the Minister. Other major activities include:

- Provision of policy advice and administrative support to the Secretary.
- Co-ordination and provision of public relations services.
- Co-ordination of requests received under the Freedom of Information Act 1991.

Achievements:

The most significant achievement has been the improvement in the quality and timeliness of advice and information given to the Minister's Office. During 1992-93 there has been an 80% reduction in the number of ministerials more than one month old in the agency compared with 1991-1992. Other achievements included:

- Processing of 18 requests under the Freedom of Information Act 1991, with no internal or external reviews of decisions sought by applicants and the reviewing of current departmental policies on the release of information outside the Act.
- Successful integration of Works Tasmania into the Secretariat's ministerial processing and tracking system.
- Achievement of uniformity with the placing of newspaper advertisements.
- Co-ordination of input into the preparation of the TT-Line Arrangements Bill 1993.
- Successful introduction of a corporate identity for the newly formed Department of Transport and Works.

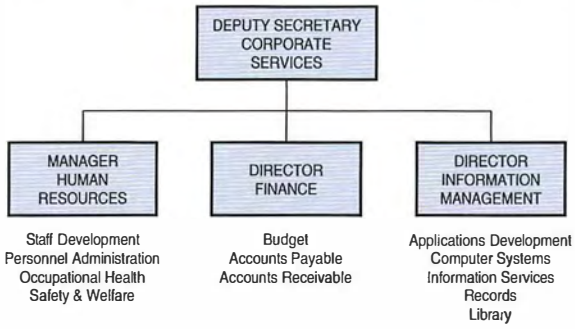
Major Issues:

The following issues will be priorities during the next 12 months:

- More effective and timely preparation of legislation on the Government's agenda.
- Improved intra-agency communications.
- Establishment and maintenance of a pro-active program of regular media coverage for the agency and the development and implementation of effective communications with major clients.

During 1992-93 there has been an 80% reduction...

CORPORATE SERVICES



DEPUTY SECRETARY CORPORATE SERVICES: *Chris Wells*
MANAGER HUMAN RESOURCES: *Peter Dwyer*
DIRECTOR FINANCE: *Denzil Yaxley*
DIRECTOR INFORMATION MANAGEMENT: *Jeremy Firth*

Overview:

The program is responsible for providing corporate and support services to all areas of the Department. Significant progress was made during the year in rationalising service delivery particularly in the Finance and Human Resources areas and project costing in the Information Management area. Further detail on these initiatives is contained under sub-program reports. A program of improving records management for the Department commenced and the result of this initiative will enhance the performance of the Department as a whole.

The development of a comprehensive staffing strategy...

A comprehensive program audit was undertaken during the year which provided base information for an assessment of core and non-core activities. This initiative, coupled with the development of a salary forecasting system, enabled the Department to operate within its budget appropriation for the financial year under review. The need to provide better budget information to Parliament was recognised and this will result in an improved layout for the Department's division within the Appropriation Bill for the 1993-94 financial year.

A review of the internal audit function was also undertaken during the year and a risk assessment/management seminar held which culminated in the Department seeking expressions of interest for externally sourcing its internal audit function. It is anticipated that this initiative will be fully implemented during the 1993-94 financial year.

A major responsibility of the program was the management of the 1992-93 Employment Rationalisation Program (ERP) for the Department as a whole. A total of 31 voluntary separations was achieved within the financial parameters of the scheme.

As from 1 July 1993 the Department will become fully inner budget. Considerable work has been undertaken to ensure the smooth transition from a mix of gross and net appropriation to a fully gross appropriation.

Considerable work was undertaken during the year to develop an accommodation strategy. It was possible to implement actions that resulted in a rationalisation of accommodation holdings and the co-location of work groups. This resulted in cost savings and increased efficiency.

HUMAN RESOURCES

Aim:

To ensure the Department's productivity and the achievement of its goals and objectives is enhanced by the careful, efficient and effective management of its human resources.

Activities:

This sub-program provides a full range of personnel and industrial services including staff development areas of the Department. Other major areas of activity include:

- Occupational health, safety and welfare. (OHS&W)
- Induction and recruitment.
- Preparation and monitoring of staffing strategies.
- Compliance with Government policy for the provision of equal opportunity.

Achievements:

The major achievement of this sub-program was the development of a comprehensive staffing strategy which is essential to the sound resource management of the Department.

Anita Cubit ... one of our personalities from Human Resources.

Other achievements included:

- Standardisation of pay periods.
- Co-location of Payroll staff to 10 Murray Street which resulted in the integration of tasks and the streamlining of functions and a reduction in staff numbers. Premises at Sackville Street were refurbished for Staff Development.
- Participation in the preparation of specifications and selection of a computerised and fully integrated pay/personnel system.
- Improved understanding and co-operation with employee unions through regular meetings.
- Completion of a strategic plan for the sub-program.
- Release of an OHS&W policy statement.
- Release of an OHS&W Manual to improve the level of knowledge and practice of occupational health and safety matters for managers and supervisors.
- Improved OHS&W awareness and practice which has led to a reduction in the accident rates in all divisions.
- Introduction of a Personal Development Scheme to identify training needs and performance objectives.
- Introduction of a corporate induction program.
- Approval of policy statements on EEO and the appointment and training of 12 EEO officers throughout the State.

Major Issues:

There are a number of ongoing issues which will have high priority over the next 12 months. These will include:

- Introduction of standard award provisions and conditions of service across the Department.
- Implementation of a new payroll/personnel system and associated upgrading of staff skills.
- Training support for the implementation of the Financial Management Information System (FMIS).
- Development of a Middle Management Development Strategy.
- Achievement of Quality Assurance accreditation.
- Implementation of a Critical Incident Stress Management Program.
- Ensuring that departmental managers are informed and trained in human resource management issues to enable them to meet the challenges facing the Department.
- Implementation of a Career Planning and Development Program to enable staff to plan their careers through the use of the Personal Development Scheme.

Finance

Aim:

To provide financial advice and support across the Department and to ensure that the strategic management policies and accountability performance aims are achieved with optimum efficiency.

Activities:

The sub-program's major activities have been financial management and planning, including the control, co-ordination, and consolidation of departmental recurrent and capital estimates and appropriation. Other activities include:

- Administering accounting policy and procedures.
- Provision of statements to Treasury and the Audit Department.
- Ensuring that appropriate systems are in place to service departmental requirements.
- Working on the implementation of the new FMIS software which is designed to provide a flexible and integrated system which will replace the two systems presently in use.

Achievements:

One of the major achievements during the financial year was the completion of a comprehensive program audit of all areas of departmental activity. This has proved invaluable in enabling the Department to review its core versus non-core activities, preparing budgets on an outcome/output basis, and scrutinising activities to increase the efficiency and effectiveness of programs. Other achievements included:

The completion of a comprehensive program audit...

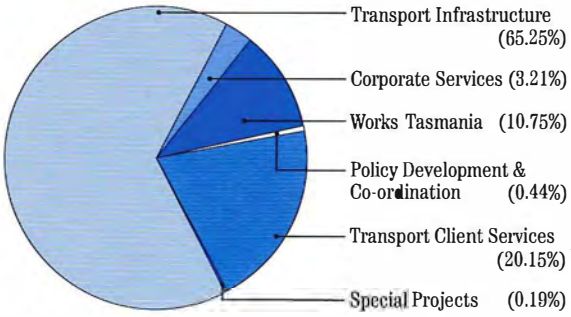
- Considerable work towards the smooth transition from the net appropriation of Transport Client Services and the gross appropriation of Transport Infrastructure to a departmental gross appropriation for the 1993-94 financial year.
- Co-location of the Finance staff to 10 Murray Street resulting in a more efficient use of resources and a reduction in staff requirements.
- A comprehensive evaluation process of submissions for the FMIS.
- A major review of administrative and clerical arrangements associated with the introduction of FMIS. This review, which was undertaken by a consultant, recommended procedures for the efficient use of the new system and recommended functional responsibilities upon which to determine the organisation structure of the sub-program.

Major issues:

The major issue for 1993-94 is the successful implementation of FMIS, which will involve extensive training at all levels of management. Other issues will include:

- Completion of the restructuring of the sub-program as a consequence of the introduction of FMIS.
- A new format for the presentation of the Department's budgetary program for the 1993-94 budget process.
- Finalising activities associated with the move to inner budget agency status.

PROGRAM EXPENDITURE 1992-93



Information Management

Aim:

To manage departmental information, including records management and library services as a resource and an asset and to deliver information technology services to departmental and external clients.

Activities:

The major activity of the sub-program is the planning, acquisition and management of computing services and facilities for the Department as a whole. Other activities include:

- Provision of policy and strategic advice on the management of departmental information resources.
- Maintenance and enhancement of computer based application systems and the development and acquisition of new technology.
- Provision of an efficient and effective records management system.
- Provision of efficient library services.

Achievements:

The formulation of a departmental information management policy has been the major achievement of the sub-program. Other achievements included:

- Extensive involvement in the assessment of major systems in a wide range of areas of Government activity.
- Continued improvement of the help desk facility which provides client fault management for 260 personal and file server computers, 120 printers, 6 local area networks and a wide area network, and associated software packages.
- Completion of data conversion to a new reservations system for TT-Line.
- Evaluation, acquisition, configuration, installation and networking of 88 personal computers, 3 file servers, 42 printers, local and area networks and interconnections plus associated software packages.
- Introduction of a standards methodology and quality assurance practices.
- Evaluation of computer-based records management software packages.
- Compilation and implementation of a functional disposal schedule for old Motor Registry files which has resulted in a considerable reduction of storage space.

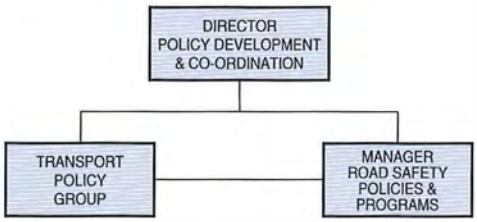
Major Issues:

The sub-program is faced with the challenge of meeting the increasing demand for service within available resources. In order to accommodate this demand, there is an increasing need to contract out software engineering and other computing systems related work. Other issues will include:

- Need for both professional computing and other staff to be trained in a variety of evolving computing techniques.
- Need to integrate, rationalise and automate the several diverse departmental records systems operating across the Department.
- Ensuring that the sub-program operates in an efficient and effective manner through participation in an information technology benchmarking study.

Meeting the increasing demand for service...

POLICY DEVELOPMENT AND CO-ORDINATION



DIRECTOR POLICY DEVELOPMENT & CO-ORDINATION: *Jonathan West*
MANAGER POLICY ANALYSIS: *Peter Cornish*
MANAGER TRANSPORT POLICY: *Barry Tapp (Acting)**
MANAGER ROAD SAFETY POLICIES & PROGRAMS: *Fae Robinson*

**Backfilled against Assistant Director position, the occupant of which is seconded elsewhere in the Department.*

Reliable, effective and efficient transport services....

Overview:

The Policy Development and Co-ordination Division (PDCD) was restructured early in 1992-93, drawing together the various policy development functions of the Department. The objective is to provide a focus for the formulation and co-ordination of strategic policy. The re-organisation has resulted in a clearer distinction between the strategic/policy planning and the operational planning/service delivery activities of the Department, enabling a more effective and efficient delivery of transport policy advice and services.

As part of the program's re-organisation, since February 1993, Road Safety Policies and Programs has been located within the PDCD. This sub-program covers a wide range of road safety and related policy development and co-ordination activities. Delivery of programs has become the responsibility of the Road Safety Operations Unit within Transport Client Services, which focuses on road safety education and training, and the crossing guard program.

TRANSPORT POLICY

Aim:

To provide relevant policy and planning advice in order to facilitate reliable, effective and efficient transport services operating inter and intra-state.

Activities:

The primary activity of the sub-program is the provision of high level policy advice to the Secretary, the Minister and Government on all aspects of transport. Other activities include:

- Ensuring that the strategic planning and policy development needs of the Department are adequately met and properly co-ordinated.
- Co-ordinating transport policy development, having regard for broader national and State objectives.
- Addressing specific transport issues and identifying sustainable and realistic policy options.
- Facilitating the development and implementation of the Government's transport reform program.

Some PDCD staff reviewing survey material.

- Participation in a range of national transport policy processes through the Australian Transport Advisory Council (ATAC), the Standing Committee on Transport, the Ministerial Council on Road Transport (MCRT), the Transport Agency Chief Executives, the NRTC and AUSTROADS, in the development of national transport policy.

Achievements:

In 1992-93, the sub-program made contributions to a number of inter-governmental, governmental and departmental initiatives, in the form of strategic policy advice, research support, or in a facilitating/co-ordinating capacity.

Major involvements are listed below.

- At the inter-governmental level development of strategic policy positions on the Inter-governmental Agreement on Transport (IGAT), the national transport policy framework and the roles and structure which were endorsed by Ministers, through ATAC and MCRT in June 1993. These will be used as a basis for ongoing inter-governmental transport policy development and implementation.
- Policy advice and assistance with implementation of a number of reforms consistent with the NRTC's charter for uniform vehicle standards and regulations.
- Provision of policy advice to AUSTROADS and State road authorities on the policy/operational importance of Ecologically Sustainable Development (ESD).
- Liaison with the Commonwealth on the future of Tasrail and the development of policy options for the Government's consideration.
- Commencement of a number of broad discussion papers, canvassing strategic transport policy issues. These papers included:
  - transport reform issues and objectives, including consideration of how national transport reforms and legislative requirements should be implemented;
  - identification of issues that need to be considered in the development of a policy position on community service obligations (CSOs), particularly as they impact on the provision of transport services.
- Co-ordination of policy discussion papers to TTIAC, as part of the Government's commitment to consult widely in the development of transport reform policy options.
- Preparation of strategic policy position/discussion papers for the Government in the areas of port reform and transport reform objectives.
- Preparation of legislation for the amendment of the Marine Act 1976 to incorporate the relevant provisions of the Statutory Authorities Financial Management Act 1990.
- Preparation of a Government submission to the Commonwealth regarding the impact of Bass Strait on transport costs and accessibility, and the need for funding assistance to offset such disadvantages.
- Policy development and assistance to other parts of the Department in a range of planning and operational areas including:
  - student transport;
  - Flinders Island shipping options;
  - increased cost recovery for the Bruny Island Ferry Service;
  - management of public vehicle licensing.

Major Issues:

A number of major issues were progressed in 1992-93 and will continue to form part of the basis for the 1993-94 work program. At the inter-governmental level, these include the implementation of a number of national transport reforms and policy initiatives such as:

- Development of an IGAT, to provide a more formal basis for inter-governmental transport policy development and implementation for Australian Transport Council (ATC) Ministers' consideration in late 1994. Ministers agreed to merge ATAC and MCRT into a revamped ATC in June.
- Development of a national transport policy framework for ATC's future.
- Continuing progress with the development of a range of heavy vehicle technical standards/regulations, road user charges and related issues.
- Advice to AUSTROADS on ESD policy issues, implications and objectives of the national road system.

At the State level, ongoing activities will include:

- Review of departmental functions and operations, with particular reference to what is core and non core business and identification of least cost to Government options for the effective delivery of core activities.
- Development of a policy position on CSOs particularly as they impact on the provision of transport services, such as the Bruny Island Ferry, Metro and transport for disadvantaged groups.
- Development of a longer term policy framework for the more effective management of the State's road system.

Road Safety Policies and Programs

Aim:

To facilitate the development of a road safety strategy and manage and implement the key principles in conjunction and collaboration with stakeholders.

Activities:

The major activity of this sub-program is the facilitation and development of road safety policy, and input to relevant policy with road safety implications, with particular reference to the Road Safety Strategy Plan for Tasmania. Other major activities include:

- Design and development of public awareness and health promotion programs focussing on speed and drink/driving.
- Review and testing of the new drink/drive education program for young offenders.
- Review and development of school based education programs.
- Management and development of the Accident Research and Prevention database with particular emphasis on the accident reduction program and provision of accident statistics.

Achievements:

Release of the Road Safety Strategy Plan...

The most significant achievement of this sub-program was the release of the Road Safety Strategy Plan for Tasmania for public discussion and input. More than 50 submissions were received from the public and interested organisations. The Plan was developed by a group comprising road safety professionals from the Department and Tasmania Police. The key issues developed in the Plan included:

- Recognition of road safety as a public health issue.
- A co-ordinated and participative approach by all stakeholders.
- Consideration of road safety within transport planning and land use management.
- Development of a safety culture.
- Ensuring road safety is part of the debate on the economics and efficiency of land transport.

Other major achievements included:

- Development of "Safe Routes to School", an innovative program designed to address safety around schools, which called on school communities to develop their own road safety environment. "Safe Routes to School" was funded under the Federal Government Black Spot Program.
- Review of the course delivered to first year drivers who have been convicted of drink driving offences.
- Development of innovative Safety at Roadworks programs, including training and a public education campaign.

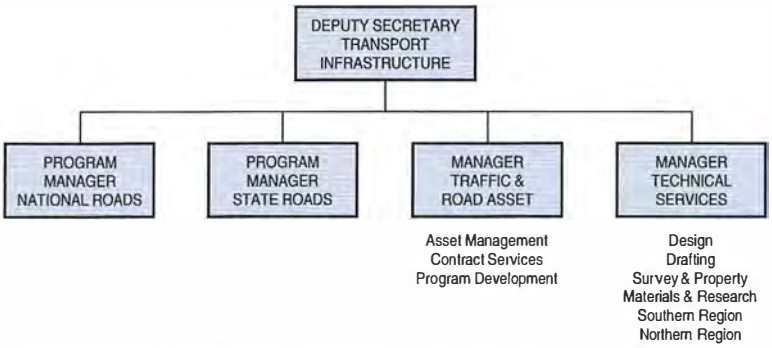
Major Issues:

The major issue in the next year will be the further development and implementation of the Road Safety Strategy Plan for Tasmania and the framework established by the National Road Safety Strategy. Other major issues include:

- Implementation of recommendations made as a result of the reviews commenced during 1992-93.
- Development of specific activities to address key road safety issues.

Still from "Safe Routes to School" TV campaign.

TRANSPORT INFRASTRUCTURE



DEPUTY SECRETARY TRANSPORT INFRASTRUCTURE: *Tony Wilson*
PROGRAM MANAGER NATIONAL ROADS: *Ivan Gaggin*
PROGRAM MANAGER STATE ROADS: *David Mitchell*
MANAGER TRAFFIC & ROAD ASSET: *Ken Lickiss*
MANAGER TECHNICAL SERVICES: *Phil Giltinan*

Overview:

The program manages the State road and bridge system and state owned marine facilities and aerodromes.

Works undertaken are funded from the Federal Roads Program and the Consolidated Fund in approximately equal proportions. For administrative convenience, the budget is segregated into works sub-programs for National Roads, State Roads and an Asset Management sub-program. In addition, the Technical Services sub-program provides services on a fees basis.

The bulk of the program's staff operate in the Technical Services sub-program. Fees are charged for the services provided with costs fully recovered against the full range of projects in the sub-programs.

During the year private sector participation in the delivery of the road program increased considerably. There was a greater use of consultants for design as well as design/construct projects. Approximately 15% of State funded projects were put to public tender in addition to the Federally funded projects.

NATIONAL ROADS

Aim:

To efficiently and effectively upgrade national roads in the State with funds provided by the Federal Government, to provide for safer and more reliable travel and to achieve significant reductions in travel time for road users.

Activities:

The major activity of the sub-program is the maintenance, rehabilitation and construction of the National Highway from Hobart via Launceston to West Park Burnie. Other major activities include:

- Construction of declared highways under the National Arterial Roads Program.
- Reconstruction of declared highways under the Provincial Cities and Rural Highways Program.
- Treatment of identified safety deficiencies on State roads under the Federally funded Black Spot Program.

Achievements:

Additional funds provided under the One Nation Statement accelerated the National Road Program. All goals were achieved with full expenditure of funds. Major projects completed included:

National Highways

- Completion of five overtaking lanes on the Midland Highway, the building of five stock underpasses and the upgrading of four junctions.
- Opening to traffic in May of the Prospect Vale Interchange on the Bass Highway to eliminate a dangerous junction.
- Progression of major works on the Bass Highway which include the 6 km section from Pateena Road to Illawarra Main Road, the 13 km section from Westbury to Deloraine and the duplication of the Victoria Bridge at Devonport.
- Rehabilitation of 18km of existing pavement of the Bass Highway.

All goals were achieved...

Prospect Vale Interchange.

National Arterial Roads

- Upgrading of the intersections of Brooker Avenue with Derwent Park Road and Lampton Avenue to provide for improved traffic flow by the use of controlled co-ordinated traffic signals.
- Construction of a second carriageway from Mornington Overpass to Hobart Airport on the Tasman Highway. The sections from Mornington Overpass to Acton Road were completed.
- Completion of the Landfall Overpass on the East Tamar Highway and the section from Windermere Road to George Town to relieve traffic pressure on the built up area through Alanvale.

Derwent Park Road Intersection - Brooker Avenue.

- Continuation of overtaking lanes on the Illawarra Main Road between the speed limit sign at Perth and the Pateena Road junction.

Provincial Cities and Rural Highways

- Upgrading of two sections of the Tasman Highway between Orielton and Orford including the provision of overtaking lanes.

Black Spot Program

- Completion of 80% of the $7m three year program involving over 60 projects on State highways.

Major Issues:

Based on an agreement reached with the Federal Government for a five year forward program and indicative funding levels, the following projects have been identified as major priorities.

- Major upgrading of the new Bass Highway from Launceston to Deloraine to be completed by the end of the decade.
- Completion of the second carriageway of the Victoria Bridge complex across the Mersey River and to provide upgraded road approaches.
- Construction of overtaking lanes on the Midland and Bass Highways to provide an improved level of service.
- Construction of a dual carriageway from Penguin to Chasm Creek on the Bass Highway to relieve traffic pressure on this busy section of highway.

As well as these specific projects a major program of rehabilitation and maintenance will be implemented due to the age and increased loadings of the National Highway.

State Roads

Aim:

To maintain and enhance the State transport infrastructure assets (excluding those which are funded under Commonwealth programs) for which the program is responsible so that the facilities may be safely and reliably used by the public.

Activities:

The major activity of the sub-program is the maintenance, rehabilitation and reconstruction of approximately 3,100 km of proclaimed State roads except for the National Highway Program. Other activities include:

- Reconstruction of aged and failing pavements, with minor upgrading to increase width and strength.
- Bridge maintenance.
- Maintenance, rehabilitation and upgrading of 54 State jetties, slipways and other marine facilities.
- Upgrading of designated fishing ports.
- Operation and maintenance of three State owned aerodromes.

Achievements:

In 1992-93 approximately 15% of the works program was undertaken by open competitive tendering. This resulted in substantial savings and enabled the inclusion of further initiatives. Following from the Government's decision that Works Tasmania is to become fully commercialised, it is expected that an increased proportion of the State-funded program will be let to public tender in future. Other achievements included:

- General improvements to the following roads and bridges: *Ridgley Main Road* - Hampshire to Ridgley, *Fingerpost Main Road* - Coal River Bridge, *Bass Highway* - Welcome River Bridge, *King Island Main Road* - Yellow Rock River Bridge, *Blessington Main Road* - St. Leonards, *Tasman Highway* - Penna Road Junction, Midway Point.
- Safety improvements including *Lyell Highway*- Molesworth Road Junction, *Sheffield Main Road* - Tarleton Road Junction, *South Arm Secondary Road* - Cremorne Avenue, *Rokeby Main Road* - Burtonia Street Junction and the *Woodsdale Road.*
- Major rehabilitation works including the *Huon Highway* - Sledge Hill Road to Dover, *Lake Highway* - Jordan River to Lower Marshes Road, *Lyell Highway* - Nelson River to Donaghy's Hill, *Tasman Highway* - Boathouse Road to Lake Leake Main Road, *Zeehan Highway* - Lyell Highway to Anthony Road, *Boyer Secondary Road* - ANM to New Norfolk, *South Arm Secondary Road* - Sandford to Clifton Beach Turnoff, *Channel Highway* - Kettering to Woodbridge, *Midland Highway* - Westbury Road Overpass to Glen Dhu Overpass, *Murchison Highway* - Que River to Animal Creek, *Tasman Highway* - Nunamara to the Sideling, *Tasman Highway* at Weldborough, *Tasman Highway* at Branxholm, *Poatina Main Road* - Blackwood Creek to Brumby's Creek, *Forth Main Road* - Lillicos Road to Don, *Cradle Mountain Tourist Road* - Wilmot to Kop Road.
- Routine maintenance and sealing on Fingerpost, Birralee, Claude and Liena Roads after their takeover from local government. Approximately 248 km of arterial roads and 18 km of local roads were resealed or given asphalt overlays and an intensive bridge maintenance program was completed.
- Work on marine facilities at St. Helens Wharf, Currie Breakwater and Stanley Fisherman's Dock. A maintenance program was undertaken at Dunalley Jetty, Denison Canal and the Bruny Island Ferry berths.
- Work on aerodromes at Smithton, Cape Barren Island and Bridport.

Major Issues:

The major issue of concern is the increasing average age of roads, pavements and bridges. Whilst repair and replacement will continue to take priority, general funding levels do not permit the maintenance of a rehabilitation program at the required level. This may lead in the future to priority being given to high volume routes of economic importance with lower standards for roads with lower traffic volumes.

Another significant issue is the greater demand on State funds with the loss of some Federal funding.

This resulted in substantial savings...

Traffic and Road Asset

Aim:

To improve traffic road safety, plan the maintenance of the road asset responsibly with limited available funding, and develop strategies for road network development to maximise benefits to the State.

Activities:

The major activity of the sub-program is the preparation of forward plans for construction and maintenance works. Other major activities include:

- Valuation of the road network and development of pavement and bridge management systems.
- Development of environmental data bases.
- Management of departmental interests in development of property adjacent to road sides.
- Development of safety aspects of roadworks and the road network.

Achievements:

Major road asset management tasks undertaken included data collection for the asset inventories and program identification. Inventory and condition inspections have been continued throughout the year with the introduction of automated data collection methods for skid resistance and road roughness, rutting and wearing surface condition. The detailed programs of work for road reseals, overlays and rehabilitation have been prepared for 1993-94. Forward plans have been updated to reflect asset condition and usage. Other achievements included:

- A valuation of the road infrastructure asset was completed based on work undertaken with the Pavement Management System. Monitoring asset valuation over successive years will quantify deferred maintenance.
- Development of elements of conservation management plans for the State's historic bridges including a successful trial of recording bridges by photogrammetry.
- Preparation of a draft five year program for bridge maintenance, rehabilitation and replacement.
- Publishing of road network emergency procedures and a plan for major emergencies on the Tasman Bridge.
- Introduction of road safety audits.

Load Testing of Princess River Bridge ... prior to its submergence under Lake Burbury.

- Commencement of a ten year program of upgrading junctions on the National Highway.
- Implementation of the Review of Safety at Roadworks.
- Placing of greater emphasis on long-term regional planning matters.
- Assessment of the traffic needs of Hobart's Eastern Shore.
- Introduction of more effective measures to prevent destruction of important botanical habitats.
- In conjunction with councils and land owners, greater emphasis given to controlling access to the principal and major arterial highways.
- Introduction of the attribute system of assessing tenders.
- In conjunction with the Building and Construction Industry Training Board, the formulation of an accredited training program for contractors' supervisory staff.

Major Issues:

Strategies are being developed to manage appropriately the various categories of roads within budget constraints. Some of the particularly pressing issues include:

- Development of a strategy to address incidences of cracking in T-beam bridges.
- Road safety, which continues to be a major imperative of the sub-program.

Improve traffic road safety...

Aim:

To be recognised as the authority on road and bridge technology within Tasmania, to promote and assist the development of contemporary practice and quality in the road construction industry, to provide services at commercials rates, to satisfy customers and provide opportunities for staff.

Activities:

The primary activity of this sub-program is to provide all engineering services to the other sub-programs. Other activities include:

- Promotion and assistance of the development of contemporary practice and quality in the road construction industry.
- Management of the sub-program's regional offices.

Achievements:

The most significant achievement has been the combination of the former road and bridge design groups to improve delivery of service and provide opportunities for multi-skilling of staff.

John Tomlin ... using a computerised design program.

Other achievements included:

- Documentation of the first design/construct project managed by the Department.
- Completion of design and contract documentation for the program's major projects.
- Appointment of full time project managers.
- Increased use of computing programs for drafting.
- Successful property acquisition, often with short lead times beyond the Department's control, to enable road programs to continue on time.
- Increase in research and development activity with emphasis on pavement technology and rehabilitation.
- Upgraded financial support systems using commercial principles to achieve greater accountability.
- Engagement of consultants to enable the road program to be completed on time.
- Purchase of a deflectograph to improve efficiency and safety in the assessment of pavement condition for rehabilitation projects.
- Improved management of traffic at road construction sites.
- Increased commitment to staff training particularly in the areas of contract administration and quality management.

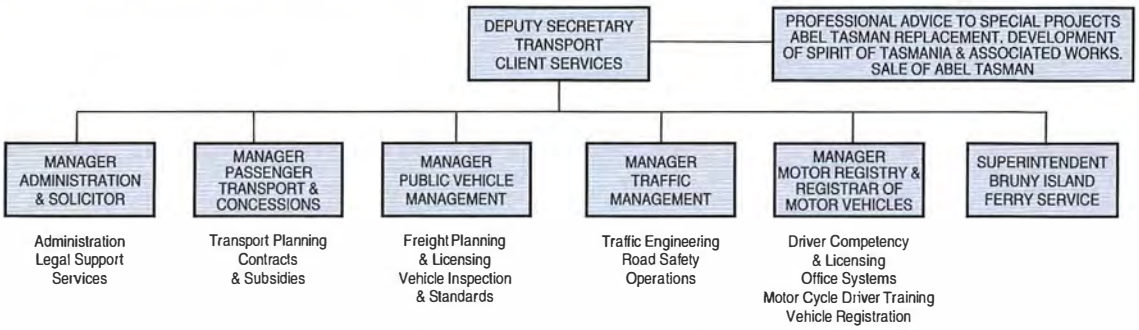
Major Issues:

The following issues will be a priority in 1993-1994.

- Delivery of the Transport Infrastructure program in the most cost effective manner.
- Study of international best practice, assess gaps and recommend appropriate action.

...for multi-skilling of staff.

TRANSPORT CLIENT SERVICES



DEPUTY SECRETARY TRANSPORT CLIENT SERVICES: *Norm MacMillan (Acting)*
MANAGER ADMINISTRATION: *Bill Dewar*
SOLICITOR: *Tony Allingham*
MANAGER PASSENGER TRANSPORT & CONCESSIONS: *Stuart Davies*
MANAGER PUBLIC VEHICLE MANAGEMENT: *Jack Lane**
MANAGER TRAFFIC MANAGEMENT: *Tony Peters*
MANAGER MOTOR REGISTRY & REGISTRAR OF MOTOR VEHICLES: *Tom Holmes (Acting)*
SUPERINTENDENT BRUNY ISLAND FERRY: *Don Ash*
**This is a temporary position staffed by secondment from PDCD.*

Provide improved service delivery...

Overview:

The Transport Client Services Division is responsible for driver licensing, vehicle registration, vehicle inspection and enforcement, passenger and freight services, traffic management, road safety operations and marine issues.

The current Deputy Secretary also provides specialist advice on marine issues affecting the State.

The program has undergone further restructuring during the year to provide improved service delivery to clients and to better meet government and departmental objectives.

The principal change has been the creation of the Public Vehicle Management sub-program early in 1993. This combines elements previously included in the former Road Users Safety and Services and the former Passenger Transport and Concessions sub-programs.

ADMINISTRATIVE AND LEGAL SUPPORT SERVICES

Aim:

To co-ordinate effective executive, policy and operational support to the Deputy Secretary, and to provide legal services to the Department.

Activities:

The major activity of this sub-program is the provision of administrative, executive and legal support. Other activities include:

- Liaison with the Division's sub-programs and the Secretariat to co-ordinate effective and timely responses to the Secretary and the Minister's Office.
- Preparation of high level correspondence on a range of issues for the Minister and the program.
- Conduct of litigation on behalf of the Department in both the Court of Petty Sessions and the Supreme Court.
- Representing the Transport Commission at hearings of the Public Vehicles Licensing Appeal Tribunal.

Achievements:

The major achievement has been the significant improvement in the quality and timeliness of responses for the Minister's Office. Other major achievements include:

- Preparation of a new school bus contract for the Passenger Transport and Concessions sub-program.
- Preparation of legal advice for the introduction of speed cameras and the national demerit points scheme.
- Creation of an intra-departmental Legislation Advisory Committee, chaired by the Solicitor, to monitor and review all departmental legislation.

Major Issue:

The increased service demand will challenge the sub-program's ability to continue to provide timely service delivery to clients, within resources available.

Aim:

To plan, review, integrate and administer the supply of public passenger transport services to the Tasmanian community in response to present and emerging demands, national policy objectives and within available resources.

Activities:

The principal activity of the sub-program is the planning of integrated bus services to meet the needs of students statewide and to manage concession assistance to eligible recipients of transport services. Other activities include:

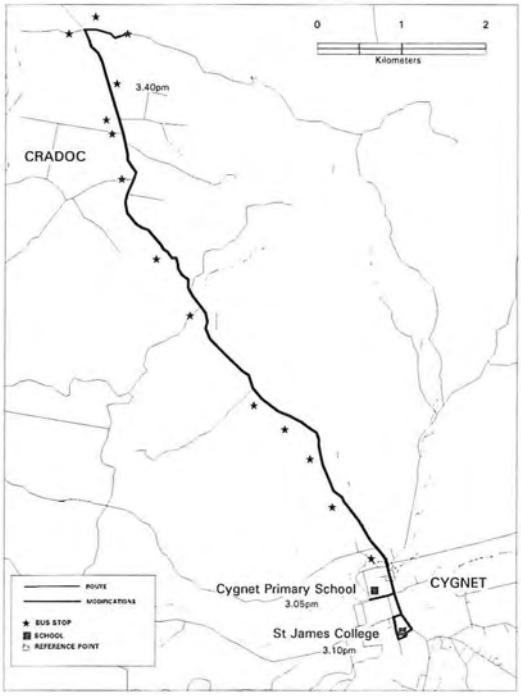
- Issue and control of school bus contracts.
- Maintenance of passenger survey data relating to route, charter and contract service operators.
- Determination of eligibility for and payment of concessions, subsidies and allowances.
- Development and maintenance of a computer data base to reflect market activity and provide improved service delivery.

Bernard Carlington and Michael Case ... reviewing the Map Info program.

Achievements:

The main achievement was the completion of an agreement with the school bus industry on the process to govern service reviews, service rationalisation and modernisation. Other achievements included:

- Completion of a consultancy reviewing the clerical and payment functions of contracts and subsidies to achieve increased efficiency.
- Development of a new data base and management information system to support contracts and concessions.
- Completion of a review of the Tasmanian taxi industry by a government and industry working group.
- Compilation of a comprehensive contract school bus route mapping system (Map Info).



Computer generated map of the contract school bus route - Cygnet to Garden Island Creek.

Major Issues:

The major issue is the progressive implementation of the school bus rationalisation and modernisation program. Other major issues will include:

- Completion of the North West Passenger Study Stage 2.
- Completion of a 1994 school year business plan to identify core program targets and outputs and at the same time identify related policy imperatives and operational impediments.
- Major review of disability transport services.
- Completion of negotiations for the introduction of the new performance-based contract for school bus operators.
- Expansion of the mapping data base to include all route services in addition to contract services.
- Review of the Transport Access Scheme and the achievement of mutual recognition of interstate benefits.
- Development of a data base to better accommodate route service fares and timetables.
- Introduction of a progressive bus modernisation program in conjunction with the school bus industry.

Agreement with the school bus industry...

Public Vehicle Management

Aim:

To administer the public vehicle licensing system, the development and implementation of appropriate vehicle standards, and to ensure compliance with the Traffic Act 1925 and supporting regulations through inspection and enforcement activities.

Activities:

The main activity is the licensing and control of public vehicles. Other activities include:

- Investigation of applications for licences.
- Maintaining standards for buses and coaches.
- Controlling fares and timetables of public passenger vehicles.
- Provision of standards for particular goods-carrying vehicles.
- Recording details of all public vehicle licences and conditions.
- Protection of the State's roads and bridges from damage from overloaded and over sized vehicles.
- Prosecution of offenders for breaches of the Traffic Act 1925 and supporting regulations.
- Maintenance of vehicle inspection services.
- Investigation of fatal and serious accidents involving commercial public vehicles.

The move towards uniformity...

Achievements:

The major achievement was the re-issue of public vehicle licences for the 1992-95 triennium and the development of Codes of Practice for all licensees. Other achievements included:

- Purchase of three mobile vehicle testing units, a fixed brake tester and lap top computers for use in vehicle inspection units, which was funded through the Federal Government Black Spot Program.
- Creation of the Public Vehicle Management sub-program to provide greater consistency in standards for public vehicles and improved enforcement of the public vehicle licensing system.

Major Issues:

The major issue is the move towards uniformity of national vehicle standards co-ordinated through the NRTC. Other major issues will be:

- Completion of the log truck industry rationalisation.
- Review of the role of departmental Transport Inspectors.
- Improvements to the administration of the public vehicle licensing system.
- Implementation of a three year plan to progressively remove all restrictions on general goods carrying vehicles.
- Consideration of the issues which will arise out of the report of the Working Party on Taxi Industry Reform.

Charlie Lucas ... inspecting a vehicle at our Mornington depot.

Traffic Management

Aim:

To promote the safe and cost-effective use of the Tasmanian road system for all users.

Activities:

The main activity is the continuous monitoring and evaluation of road user behaviour and system performance and the implementation of cost effective traffic management improvements. Other activities include:

- Promotion of cost-effective traffic management techniques to State and local government authorities.
- Standardisation of traffic management and control guidelines.
- Provision of safety audit services to all road authorities.
- Development and implementation of innovative low cost traffic engineering solutions for Black Spot locations.
- Conducting driver education programs to identified road users, including young offenders and schools.
- Administration of school crossing facilities.
- Public relations through daily radio reports advising motorists of Hobart City traffic conditions and warning of new roadworks.

A TRACTS camera in action ... Launceston.

Achievements:

The major achievement of the sub-program was the identification, co-ordination and installation of 82 projects under the Federally-funded Black Spot Program which will return a major cost saving to the Tasmanian community. Other achievements include:

- Completion of a review of Tasmanian speed zoning practice, of which the most significant benefit will be the integration of enforcement and engineering strategies into speed zone practice.
- Performing a significant facilitator role in assisting Tasmanian Police with the introduction of speed cameras as a road safety initiative.
- Commissioning of an electronic traffic management system (TRACTS) to minimise traffic congestion and delays in the Launceston area.
- Linking the Hobart TRACTS to the Tasman Bridge in readiness for remote control of bridge lane traffic and traffic monitoring.
- Development of a comprehensive traffic management scheme for Devonport in partnership with the City of Devonport, the local community and the Federal Office of Road Safety.
- Presentation of the Tasmanian Certificate of Education's Pre-Driver Education Course to 50% of Year 10 students.

Major Issues:

The principal issue is the declining availability of funds for new works which is increasing demand for the development of innovative and low cost traffic management solutions to ensure the maintenance and improvement of safety for all road users. Other major issues will include:

- Maintenance of the traffic signal control network to a level consistent with national best practice.
- In conjunction with the State Bicycle Advisory Committee and PDCD, the development of a co-ordinated strategic plan for the benefit of cyclists throughout the State.

Major cost saving to the Tasmanian community...

Motor Registry

Aim:

To license drivers and register motor vehicles in accordance with the Traffic Act 1925 and its associated regulations.

Assisting with a photo-licensing enquiry ... Ossie FitzGerald and Bruce Martin.

A shop front for licensing...

Activities:

The main activity is to provide a shop front for licensing of drivers and the registration of motor vehicles. Other activities include:

- Maintenance of a Motor Vehicle Security Interests data base.
- Maintenance of a bicycle register in conjunction with Lions International and Tasmania Police.
- Driver licence testing.
- Motorcycle rider training.

Achievements:

The major achievement was the preparation of legislation to implement the National Demerit Point Scheme which will permit a driver to accumulate 12 demerit points over three years instead of 9 before being liable for disqualification. Other achievements included:

- Microfilming of vehicle registration and driver's licence records.
- Responsibility for arranging the processing of gun licences as an extension of the driver photo-licensing scheme.
- Amending the age for practical testing of elderly drivers from 75 to 85 in line with national standards.
- Introducing a compulsory taxi drivers' induction course for people wishing to enter the industry.

Major Issues:

The existing Prime based computer system is now 16 years old and is nearing the end of its useful life. Inevitably, the current database management system will need to be replaced. A fundamental review of the Motor Registry will be undertaken during 1993-1994 to ensure that the costs and benefits of the replacement system are fully investigated. Other major issues will include:

- Review of the guidelines relating to the release of information held in the Motor Registry's data base to prevent abuse of such information.
- Development of a strategy to deal with the large number of unregistered, uninsured motor vehicles.

BRUNY ISLAND FERRY SERVICE

Aim:

To operate an efficient vehicular ferry service between Kettering and Roberts Point on Bruny Island.

Activity:

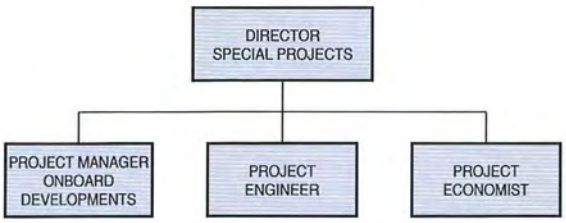
The main activity is the carrying of vehicles and passengers in accordance with advertised timetables and the maintenance of the ferries, Mirambeena and Harry O'May.

Achievement:

The major achievement was the continued growth in the number of vehicles using the service and the smooth running of the service free of breakdowns and disputes.

Major Issue:

The future management and operation of the service is a priority issue.



DIRECTOR SPECIAL PROJECTS: *Colin Finch*
PROJECT MANAGER ONBOARD DEVELOPMENTS: *Bert Elson*
PROJECT ENGINEER: *Jurgen Harder*
PROJECT ECONOMIST: *Christine Williams*

Overview:

The magnitude of the Abel Tasman replacement project was such that it necessitated special status within the Department with a full time team in place. This project is the largest single investment ever undertaken by a Tasmanian Government outside of a power scheme.

Vehicle access of Peter Pan ... entering service on Bass Strait as Spirit of Tasmania in late 1993.

Aim:

To ensure the successful replacement of TT-Line's ferry, Abel Tasman, with the larger and more modern Spirit of Tasmania by 1 December 1993.

Activities:

The major activity of the sub-program has been the introduction into service of the Spirit of Tasmania. The key tasks have been:

- Purchasing a suitable replacement for Abel Tasman.
- Putting in place the most favourable financial arrangements for the new vessel.
- Arranging the sale of Abel Tasman.
- Developing and applying a marketing strategy for Spirit of Tasmania.
- Ensuring all portworks are in place prior to the arrival of the new vessel.
- Arranging for necessary technical modifications to Spirit of Tasmania prior to it entering service.
- Arranging for necessary onboard modifications to enhance the vessel's operations in Tasmania.
- Ensuring all crewing arrangements are in place.
- Ensuring suitable legislative arrangements are in place to allow the vessel to operate as required.
- Arranging the events surrounding its delivery and introduction into service.

Achievements:

This has been a critical year in the project and all significant deadlines have been met. Other achievements include:

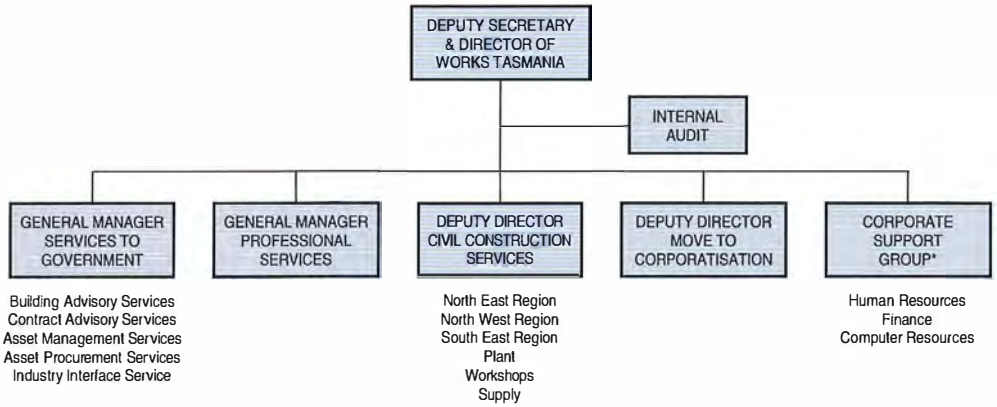
- Development of a comprehensive marketing strategy based on extensive research into past travel patterns and market segmentation.
- Advancement of port works in Devonport and Melbourne including the construction of a major truck parking area adjacent to Station Pier in Melbourne.
- Planning the introduction of on-board gaming facilities including discussions with potential operators and the Victorian Government and the preparation of legislation to enable the facilities to operate.
- Planning for the creation of a world standard Tasmanian Visitors Centre and four retail outlets on board.
- Detailed planning and tendering for technical modifications to the new vessel to be undertaken overseas.
- In association with Treasury officials and venture financiers, negotiation of a package for the financing of the vessel on favourable terms.

Major Issue:

The major issue is the successful introduction of the Spirit of Tasmania by 1 December 1993.

The introduction... of the Spirit of Tasmania.

WORKS TASMANIA



DEPUTY SECRETARY & DIRECTOR OF WORKS TASMANIA: *Colin Sproule*
GENERAL MANAGER SERVICES TO GOVERNMENT: *Roy Cordiner*
GENERAL MANAGER PROFESSIONAL SERVICES: *Peter Cooke*
DEPUTY DIRECTOR CIVIL CONSTRUCTION SERVICES: *Peter Wettenhall*
DEPUTY DIRECTOR MOVE TO CORPORATISATION: *Peter Partridge*
** Line Group Managers report direct to Director*

Overview:

In August 1992 the Government announced that the then Department of Construction would operate as a stand-alone corporate entity by July 1994. Under the new charter, two core businesses would be retained. The Professional Services Group (PSG) would operate as an architectural consulting practice, and Civil Construction Services (CCS) would provide for the construction and maintenance of roads, bridges and other related projects throughout Tasmania. In addition, the Services to Government Group would be retained within Government to provide professional advice to Government on the provision and maintenance of public buildings and other assets.

...stand-alone corporate entity by July 1994.

The Building Construction and Maintenance Division ceased operations at the end of 1992.

In February 1993 the then Department of Construction was abolished and remaining operations were restructured as Works Tasmania within the Department of Transport and Works as an interim arrangement until the new businesses are formed.

The Manager of Internal Audit is directly responsible to the Director for evaluation, review and audit of the program activities.

SERVICES TO GOVERNMENT

Aim:

To give policy and other advice to Government, interface and liaise with industry, support the development and management of the works program, assist with the development of asset management strategies, and improve the cost effectiveness of the Government's building stock.

Activities:

The major activity is the provision to Government and agencies of a central focus and interface with industry, through liaison with industry groups, individual firms and the National Public Works Council. Other activities include:

- Provision of advisory services to the Minister for Transport and Works regarding appointments of consultants, awarding of contracts, standard forms of contract, standard specification and providing advice as Principal's Representative during the contract period and management of the tender process.
- Provision and maintenance of a standard form of contract, standard form of specification, standard conditions of engagement of consultants, register of contractors, register of consultants and best practice procedures manual.
- Management of centrally funded programs related to asset management and maintenance in specialist areas such as plant upgrading, heritage and buildings.

Achievements:

The major achievement was the successful management of asset maintenance programs for Government buildings including engineering and heritage issues on 520 programs with a value in excess of $6m. Other achievements included:

- Successful operation of the Construction Tender Board which met on 42 occasions and recommended 65 contracts to the Minister for Transport and Works for approval.
- Successful management of the introduction of the new computerised specification system NATSPEC BASIC.
- Development of a strategy with the Department of Environment and Land Management for upgrading refrigeration and major cooling equipment in Government buildings to allow a phase out of ozone depleting substances.
- Achievement of a saving of 40% in heating energy costs at the Royal Hobart Hospital.

Major Issues:

The major issue facing the sub-program will be the introduction of the new Australian Standard 2124 on all major Government building works commencing after October 1994. Other major issues will include:

- Development and introduction of a comprehensive building works procedures manual due for release to agencies in late 1993.
- Development of asset management strategies and programs to assist agencies with their building portfolios which relate to their service program outputs.
- Evaluation of the Construction Tender Board procedures.
- Further development of the energy savings projects in liaison with the Hydro Electric Commission.

PROFESSIONAL SERVICES

Aim:

To provide the three tiers of government with professional and technical services on design, contract administration/management, and management of properties.

Activities:

The sub-program provides services in the following areas:

- Conservation planning for heritage.
- Capital works program.
- Residential planning and briefing.
- Minor works.
- Structural and civil works.
- Building services and maintenance.
- Contract administration.

Achievements:

A large number of projects were both tendered and completed for various clients in 1992-93. Some of the major projects included the redevelopment of Taroona High School Block B and the construction of the Elizabeth College Resource Centre, the Government Analyst Laboratories and the gymnasium at the Sorell District High School. A comprehensive list of all projects is available in the supporting information section of this report.

Elizabeth College Resource Centre

Major Issue:

The sub-program developed and commenced significant processes towards the achievement of corporatisation. These included business planning, strategic planning, identifying resource requirements and reducing overhead costs. The process is to be completed by June 1994.

CIVIL CONSTRUCTION SERVICES

Aim:

To effectively manage and deliver road and bridge construction and maintenance work for the three tiers of Government.

Activities:

The major activity of the sub-program is road construction and maintenance. Other activities include:

- Construction and maintenance of permanent bridges and marine structures.
- Repair and renewal of council road bridges under the Timber Bridge Program.
- Asset management for clients.
- Construction works for the provision of services within subdivisions.
- Provision of workshop services.
- Provision of landscaping services.
- Provision of plant services.
- Provision of supply services.
- Operation of a precast concrete yard.

Achievements:

The major achievement was the success rate in winning tenders on contracts, with 35.1% of the value of works on offer being won. A list of the major works undertaken by the sub-program is provided in the supporting information section of this report.

Early construction of South Esk River Bridge eastern approach.

Major Issue:

With the move to corporatisation of Works Tasmania, considerable work has already been done towards the achievement of commercialisation. Some of this work covers business plans, strategic planning, determination of resource levels and reduction of overhead costs. This work will need to be completed by June 1994.

MOVE TO CORPORATISATION

Aim:

To create viable and successful business enterprises which reflect market realities and are market-driven rather than resource-driven.

Activities:

Managers were appointed from within the business to head up each of the tasks assisted by specialist consultants' advice where required. They are responsible for the entire area of corporatisation including:

- Corporate direction, policy and planning.
- Communications and public relations.
- Transfer of resources to the private sector.
- Change management and human resources.
- Financial and legal issues.
- Information systems.
- Asset management.
- Customer and product services.

Achievements:

Substantial progress was achieved in the pre-corporatisation planning process. Key achievements included:

- Completion of the master plan for corporatisation.
- Establishment of a corporate vision.
- Completion of core business studies for CCS.
- Completion of support business viability studies for CCS.
- Completion of financial projections for the next five years.
- Determination of a proposed functional structure for CCS and PSG.
- Provision of information technology, strategic and tactical plans.
- Drafting of financial management policies.
- Commencement of the strategic planning process across all CCS operations.
- Completion of market and business planning for PSG.

Major Issues:

With the Government announcing that the former Department of Construction would operate as two stand-alone corporate entities by July 1994, considerable work remains to complete this move. Some of the more important issues to be considered include:

- Appointment of advisory boards.
- Selection of chief executive officers for each business.
- Appointment of staff to positions in the new structure.
- Workplace reform to reduce operating costs.
- Minimising overheads through improved management processes and support systems.

Aim:

To ensure the provision of support services to operational business units according to established corporate needs and priorities.

Activities:

The services provided include human resources, computer resources, finance, internal audit and publicity.

Achievements:

The major achievement was the successful management of the 1992-93 ERP. Other achievements included:

- External development and training programs for staff.
- Continuation of the development of OHS&W.
- Implementation of a basic accrual accounting system.
- Review of internal communications processes.
- Participation in a range of public relations/marketing activities.
- Introduction of local area networking into district offices statewide.
- Successful implementation of the Timberline Job Costing system.
- Implementation of the BASIS computer system.
- Development and implementation of a Road Maintenance System.

Major Issue:

During 1992-1993 this sub-program focused much of its works on the move to corporatisation. Emphasis will continue to be placed on strategic planning and the development of procedures, systems and policy that will enable Works Tasmania to meet the corporatisation date of 1 July 1994.

To ensure the provision of support services...

Transport & Works

Financial Statements &
Supporting Information

FINANCIAL REPORTS

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AUDIT REPORT

Department of Transport and Works

Scope

In accordance with the provisions of the Financial Management and Audit Act 1990, I have audited the financial statements, notes and supplementary information for the year ended 30 June 1993. The Secretary of the Department of Transport and Works, as Head of Agency, is responsible under the provisions of Section 27 (1) of that Act for the preparation and presentation of the statements and the information contained therein. I have conducted an independent audit of the financial statements in order to express an opinion on them to the Secretary.

The audit has been conducted in accordance with Australian Auditing Standards to provide a reasonable level of assurance as to whether the financial statements are free of material mis-statement. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as required by Section 40 of the Financial Management and Audit Act 1990, as to whether, in all material respects, the financial statements are presented fairly in accordance with Australian Accounting Concepts and Standards and applicable legislation so as to present a view which is consistent with my understanding of the financial position of the Department of Transport and Works and the results of its operations.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion, the financial statements of the Department of Transport and Works have been drawn up in accordance with the Financial Management and Audit Act 1990, and other applicable legislation, Statements of Accounting Concepts and applicable Accounting Standards so as to present fairly the components of financial position disclosed in pursuance of the Act as at 30 June 1993 and the results of the Department's operations.

A J McHugh
AUDITOR-GENERAL

26 November 1993

HOBART

Audit Department, T.G.I.O. Building, 144-148 Macquarie Street, Hobart, Tasmania 7000
Postal Address: GPO Box 851J, Hobart Tasmania 7001, Phone (002) 33 8011, Fax (002) 33 2957

DEPARTMENT OF TRANSPORT AND WORKS

GENERAL OPERATIONS BRANCH

CERTIFICATION OF FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1993

The accompanying financial statements of the Department of Transport and Works (General Operations Branch) have been prepared in compliance with the provisions of the Financial Management and Audit Act 1990 and are in agreement with the relevant accounts and records to present fairly the financial transactions for the year ended 30 June 1993 and the financial position as at June 1993.

At the date of signing, we are not aware of any circumstances which would render the particulars included in the financial statements misleading or inaccurate.

Tony Pedder
SECRETARY

D T Yaxley
DIRECTOR OF FINANCE

31 August 1993

TRANSPORT COMMISSION - GENERAL OPERATIONS BRANCH

Statement of Financial Position as at 30 June 1993

1991-92 $'000		NOTE	1992-93 $'000
	Current Assets		
1,401	Cash		3,798
670	Receivables		1,072
436	Inventories		145
253	Other		163
2,760	**Total Current Assets**	8; 9	5,178
	Non Current Assets		
18,504	Property, plant & equipment		19,232
6,612	Investments		440
51	Deferred expenditure		45
25,167	**Total Non Current Assets**	7; 17	19,717
27,927	**Total Assets**		24,895
	Current Liabilities		
8,367	Creditors		6,738
3,448	Black Spot Grants	4	
2,811	Provisions	6	4,364
5	Other	5	
14,631	**Total Current Liabilities**		11,107
	Non Current Liabilities		
5,784	Borrowings	2	6,320
44,135	Provision for Retirement Benefits	12	28,557
49,919	**Total Non Current Liabilities**		34,877
64,550	**Total Liabilities**		45,984
($36,623)	**Net Assets**		($21,089)
	Equity		
1,700	Grants	4	1,700
(51,368)	Accumulated Losses	3	(35,867)
10,845	Funded Assets	6	10,581
2,200	Reserves	5	2,497
($36,623)	**Total Equity**		($21,089)

TRANSPORT COMMISSION - GENERAL OPERATIONS BRANCH

Profit and Loss Statement for Year ended 30 June 1993

1991-92 $'000		NOTE	1992-93 $'000	
5	Trading account losses		0	
	Revenue			
3,652	Non trading revenue	15	5,138	
571	Interest earned		628	
4,223				5,766
	Expenditure			
33,918	Non trading expenditure	16	37,850	
561	Interest payable	10	603	
84	Lease expenditure	16	169	
1,161	Depreciation	1.4	1,255	
3,200	Black Spot grants	4	8,300	
4,798	Retirement Benefits		1,719	
43,722				49,896
(39,504)	**Loss before Abnormal Items**			(44,130)
	Abnormal Items			
0	Gain on exchange and sale of assets	3	199	
209	Provision written-back		0	
0	Provision for Retirement Benefits	12	15,578	
(682)	Provisions	6	(1,552)	
(118)	Workers' Compensation		0	
(591)	**Net Abnormal Items**			14,225
(40,095)	**Operating Loss before Operating Grants and Subsidies**			(29,905)
	Operating Grants and Subsidies			
35,969	Treasury Appropriation for year		37,139	
3,200	Black Spot and Bikeways grants	4	8,300	
39,169				45,439
(926)	**Operating Profit (Loss)**			15,534
(10,093)	Accumulated losses brought forward			(51,368)
(40,604)	Prior year adjustments			0
373	Amounts transferred from Reserves	5		264
(51,250)	**Total available for Appropriation**			(35,570)
(118)	Amounts transferred to Reserves	5		(297)
($51,368)	**Accumulated losses as at 30 June**			($35,867)

TRANSPORT COMMISSION - GENERAL OPERATIONS BRANCH

Statement of Cash Flows for Year ended 30 June 1993

	NOTE	1992-93 $'000 Inflows (Outflows)	
Cash Flows from Operating Activities			
Consolidated Fund Appropriation		37,139	
Commonwealth Grants		8,300	
Receipts from customers		3,000	
Interest received		582	
Payments to employees and suppliers		(52,549)	
Funds used in Operating Activities	13		(3,528)
Cash Flows from Investing Activities			
Proceeds of sale of assets		10	
Payments for inventories		(61)	
Payments for plant and equipment		(744)	
Funds used in Investing Activities			(795)
Cash Flows from Financing Activities			
Tascorp loans received		558	
State Sinking Fund loan		150	
Repayment of Treasury borrowings		(15)	
Interest paid		(603)	
Funds provided by Financing Activities			90
Net increase in cash held			(4,233)
Cash at the beginning of the financial year			7,941
Cash at end of financial year	13		3,708
Motor Registry bank balances			530
Cash at end of year per Balance Sheet			$4,238

Note

Funds held on behalf of Motor Registry have been brought to account in the Balance Sheet but for purposes of cash flow reconciliation they have been excluded. Revenues collected by the Motor Registry are not included in the Profit and Loss Statement (refer Note 11).

1. Statement of Accounting Policies

Statutory Requirements

The Statements have been prepared in accordance with relevant provisions of the Financial Management and Audit Act 1990 and instructions issued by the Department of Treasury and Finance (Treasury). These instructions were issued as a result of the Department of Transport and Works becoming an Inner Budget Agency.

General

The accounting policies generally applied and underlying the Financial Statements encompass the accrual and going concern bases of accounting.

Accounting Standards/Regulations

The accompanying Financial Statements have been prepared in accordance with Accounting Standards and Concepts issued by the Australian Accounting bodies. This is the first year that this Prescribed Branch has been separately reported and in some instances, comparative figures have been omitted where they were difficult to obtain.

Depreciation

The Transport Commission's assets are capitalised at historical cost and depreciated on the straight line method over the expected life of individual assets. The rate of depreciation is 15 per cent for computer equipment, 10 per cent for vehicles and 5 per cent for all other assets (excluding land).

Budget plans for 1992-93 were based on these depreciation rates. The Audit Department has recommended a review of rates and as from 1 July 1993, depreciation write-offs will be adjusted to commercial rates. Although depreciation provided on assets funded from the Consolidated Fund had no effect on operating funds available to the Department, the same rates of depreciation were applied to those assets for 1992-93.

Computer assets are capitalised at a threshold of $500 because of the significant number of this type of asset while other assets are capitalised at a $1,000 threshold. Assets are grouped into classes of a like nature and this is expanded in Note 14.

Assets purchased out of the Consolidated Fund have been capitalised and are incorporated into the Balance Sheet in the relevant asset class. Further reference is made in Note 7.

Insurance

All assets that are insured are covered under policies arranged by the Transport Commission's Insurance Brokers.

Format of Accounts

The financial statements have been re-formatted to reflect the two separate Prescribed Branches, viz General Operations Branch and Bruny Island Ferry Service Branch. Appropriate amendments to comparative figures have been made. There has been significant re-structuring within the Department during 1992-93 with the result that there has been difficulty in providing comparative figures, particularly relating to non-trading expenditure in Note 16. The Profit and Loss Statement for the General Operations Branch excludes receipts collected on behalf of other agencies and records them as Note 11.

Other notes disclose transactions for specific areas and comparative figures have been regrouped where appropriate.

2. Loans

Under the terms of Section 12 (a) of the Transport Act 1981, loans since 1 July 1985 have been provided by the Tasmanian Public Finance Corporation (Tascorp).

As from 1 July 1993, interest on all borrowed funds is being met by Treasury. Discussions are continuing on the utilisation of funds already set aside with the State Sinking Fund Commissioners.

One General Operations Branch loan of $15,000 was repaid in 1992-93 while $558,000 was raised for the Grassy Wharf Project.

3. Working Capital and Abnormal Items

Up to 30 June 1990, annual losses of the Transport Commission were re-imbursed from the Consolidated Fund in the following year. As from 1 July 1991, the Transport Commission has been financed on a recurrent annual basis. Total accumulated/unreimbursed losses to 30 June 1993 of $35.9m are carried in the Balance Sheet as Accumulated Losses. This accumulated balance includes the Transport Commission's superannuation and retirement benefits liability of $28.6m (refer also to Note 12).

Included in abnormal item "Gain on exchange/sale of assets" are proceeds from sale of the crane used in Coastal Shipping (Straitsman) operations. The sale price was $10,100. Because of the non-material amount, it has been incorporated into this Branch instead of a separate statement being prepared for Coastal Shipping Services Branch.

4. Grants

Grants of $1.7m have been provided for Grassy Wharf re-development.

During the year, Black Spot grants amounted to $7.75m. while expenditure totalled $2.1m. At 30 June, the balance of funds was transferred to the State Highways Trust Fund.

The Commonwealth provided $550,000 for bikeways in the State. These funds were also transferred to the State Highways Trust Fund and are to be disbursed to relevant municipal councils.

5. Reserves

Movements in Reserves during 1992-93 were ($'000):

Reserve	Balance June '92	Transfer from / to Profit and Loss	Balance June '93
Loan repayment	138	248	386
Asset replacement	1,863	46	1,909
Commonwealth loan	199	3	202
Sub-total	**2,200**	**297**	**2,497**
Funded assets	10,845	(264)	10,581
Total	**$13,045**	**$33**	**$13,078**

6. Provisions

The following provisions were made out of Transport Commission revenues:

- $429,227 was provided for the Financial Management Information System (FMIS). This system is expected to be operational within the next two months. Other sources contributed $297,227 of this provision and it included a "Straitsman" fuel rebate of $81,435.
- The Motor Cycle Riders Training provision was increased by $214,019 and this represents the net surplus of revenues over expenditure. This relates specifically to motor cycle rider training. The funds will be utilised to upgrade training facilities and to supplement motor cycle rider training delivery costs. These funds have been derived from a $7 fee paid by riders and brought to account as income in these financial statements.
- Funds provided to re-locate branches of the Department totalled $70,000.
- The Passenger Transport and Concessions sub-program was committed to expenditure totalling $412,000 for completion of a contract administration consultancy ($180,000), computer software and hardware ($90,000), and committed contractual payments ($142,000).
- Upgraded systems for payroll/personnel management ($140,000) and records management ($100,000) were provided for in 1992-93.
- An amount of $10,000 has been set aside for vehicle inspection costs.
- The Transport Commission's leave provision was increased by $170,446.

Refer also to Note 12 regarding Provision for Retirement Benefits.

Movements in provisions during 1992-93 were ($'000):

Provision	Balance June 92	Debits	Credits	Net change	Balance June 93
Motorcycle Rider Training	163	610	824	214	377
FMIS	100	17	446	429	529
Power-board upgrade	46				46
First year driver review		4	11	7	7
Pay/personnel system			140	140	140
Vehicle inspection costs			10	10	10
Records system			100	100	100
Contracts administration			412	412	412
Re-location of branches			70	70	70
	309	631	2,013	1,382	1,691
Leave	2,503		170	170	2,673
	2,812	631	2,183	1,552	4,364
Retirement Benefits (#)	44,135	15,578		(15,578)	28,557
Totals	**$46,947**	**$16,209**	**$2,183**	**($14,026)**	**$32,921**

(#) Refer Note 12

7. Fixed Assets

Fixed assets are shown in the Financial Statements at cost of acquisition. Amounts totalling $1.5m for fully depreciated assets have been re-instated into the Balance Sheet, with the depreciation provision being increased by the same amount. In previous statements, fully depreciated assets were excluded. There is no change in the book value of assets as a result of this re-instatement.

Assets financed in full by the Consolidated Fund have been capitalised and are being depreciated (refer also to Note 1). The source of funds is reflected in the Balance Sheet under the heading "Funded Assets ". In 1992-93, assets financed from the Consolidated Fund totalled $582,802.

To maximise use of facilities, the Department of Environment and Land Management agreed to exchange 19 Collins Street for 10 Sackville Street. Sackville Street has been recorded at its January 1993 valuation of $350,000. The Department of Transport and Works will bring to account the difference between the net sale price of 19 Collins Street when it is sold and the exchanged property ($350,000). Title to 19 Collins Street has been transferred to the Department of Environment and Land Management. For purposes of calculating gain on exchange, the value of $350,000 has been used in lieu of sale proceeds.

8. Investments

During 1992-93, the policy of investing temporarily surplus funds continued. With the Department becoming an inner Budget Agency from 1 July 1993, this financial management practice will be controlled by Treasury. All funds were withdrawn from Tascorp on 30 June.

Interest earned on Depreciation Fund investments ($46,271) has been brought to account as income and appropriated to the Asset Replacement Reserve.

9. Current Assets

The Balance Sheet item "Cash" comprises balances in the General Fund bank account of $3.27m and Motor Registry bank accounts totalling $.53m. Investments were at the State Sinking Fund Commission.

The amount recorded as receivables at 30 June has been reduced by $981,738 as at 24 August.

During the year, debts totalling $16,715 were written-off as non-recoverable. This included $13,000 written-off against the provision for doubtful debts created in 1991-92. Authority to write-off was given by:

	$
Head of Agency	4,965
Minister	11,750

10. Interest on Loans and Advances

Interest on General Operations Branch borrowings totalled $603,156. Details are as follows ($'000):

	Treasury	Tascorp	State Sinking Fund	Total
Grassy Wharf		247		247
Other centres	68	251	37	356
TOTALS	**68**	**498**	**37**	**603**

11. Other Agency Collections

Collections of revenues (net of refunds) on behalf of other Agencies were as follows:

	1991-92 $000	1992-93 $000
Motor taxation	42,500	43,700
Fire service levy	3,100	3,100
MAIB premiums	45,100	46,700
Stamp duty	20,800	22,800

With this Department becoming an inner Budget Agency as from 1 July 1993, Tascorp investments were redeemed and disbursed. As from 1 July, all departmental revenue will be paid to Treasury and reimbursement sought for actual expenditure. This procedure ends the practice of retaining selected revenue.

12. Retirement Benefits Provision

Following actuarial advice, the retirement benefits liability at 30 June 1993 was estimated at $28.557m. Advice was that past service liabilities was a more appropriate valuation and recommended that "the Transport Commission ceases to contribute to the provision in its accounts for retirement benefits for the next 3 years". However, this Department has amended the provision by writing-back the excess provided in last year's recommendation. The effect has been to reduce un-reimbursed losses by $15.557m

13 . Reconciliation of Cash from Operating Activities ($'000)

Operating profit	15,534
Depreciation	1,255
Interest paid transferred to financing	603
Interest on Sinking Fund borrowings	(39)
Gain on exchange	(199)
Superannuation surplus written-back	(15,578)
Changes in Assets and Liabilities	
Receivables	(402)
Creditors	(1,629)
Other assets	90
Grants	(3,448)
Inventories	291
Deferred expenditure	(6)
Net Cash from Operating Activities	**($3,528)**

Cash at end of period includes:	**1992-93**
General Fund bank	3,268
Motor Registry banks	530
Investments State Sinking Fund Commissioners	440
	$4,238

14. Cab and Hire Car Trust Fund

The Department of Transport and Works administers this Fund as a trustee under Section 17 (B) of the Transport Act 1981. Transactions have not been incorporated into the Department's financial statements. A wind-up proposal is before the Government.

Details of the Fund at 30 June were:

	1992 $'000	**1993 $'000**
Balance from last account	$634	$727
Receipts for year	124	114
	758	841
Payments for year	32	26
Balance to next account	**$726**	**$815**

These funds were held at Tascorp ($795,000) and cash at bank ($20,496).

15. Non-Trading Revenue

1991-92 $'000		1992-93 $'000
301	Public vehicle licence fees	247
83	Weighbridge infringement fines	208
54	Vehicle escort fees	67
213	Vehicle inspection fees	211
530	Recovery of salaries	240
183	Other recoveries	138
111	Personal plates	85
	Advertising revenue	93
923	Contribution from MAIB	957
547	Photo licences and plates	893
	Gun licences	228
	Contributions to FMIS	178
20	Contributions to Corporate Services	294
117	Motorcycle fees	457
	Fuel rebate	81
492	Information Management - external fees	613
78	Miscellaneous revenue	148
$3,652	**Total Non-Trading Revenue**	**$5,138**

16. Non-trading expenditure

Significant re-structuring continued within the Department and this provided difficulty in recording consistently-based comparative figures. In 1991-92, some revenues were netted against expenditure whereas in 1992-93, revenues and expenditures are gross amounts. Recovered Information Management salaries is reflected in the higher external revenue.

The major components of expenditure were:

	1991-92 $000	1992-93 $000
Salaries	9,050	10,480
Pensions	1,450	1,720
Postage and printing	900	800
Subsidies and concessions	1,660	1,510
School bus payments/concessions	17,980	19,600
Lease payment	80	170
Electricity Traffic Management	380	300
Rent	220	280
Travel, motor vehicle costs	450	460
Telephones, power	480	430
Maintenance traffic facilities	390	390
Banking security	130	110
Funded assets written-back	0	264

17. Non-Current Assets

The following schedule details non-current assets of the General Operations Branch:

1991-92 $'000			1992-93 $'000
326	Marine services, plant, equipment	7	
326	Less Provision for Depreciation	7	
			0
4,428	Grassy Wharf construction	5,209	
175	Less Provision for Depreciation	436	
			4,773
4,253			
2,852	Land and buildings	3,109	
1,108	Less Provision for Depreciation	1,163	
			1,946
1,744			
1,207	Aerodromes and general	1,241	
247	Less Provision for Depreciation	371	
			870
960			
3,193	Computer equipment	3,916	
2,120	Less Provision for Depreciation	2,348	
			1,568
1,073			
10,464	Traffic Management works	10,464	
533	Less Provision for Depreciation	1,057	
			9,407
9,931			
342	Stocks		112
574	Plant, equipment, vehicles	730	
31	Less Provision for Depreciation	62	
543			668
$18,846	**Total Non-Current Assets**		**$19,344**

DEPARTMENT OF TRANSPORT AND WORKS

BRUNY ISLAND FERRY SERVICE BRANCH

CERTIFICATION OF FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1993

The accompanying financial statements of the Department of Transport and Works (Bruny Island Ferry Service Branch) have been prepared in compliance with the provisions of the Financial Management and Audit Act 1990 and are in agreement with the relevant accounts and records to present fairly the financial transactions for the year ended 30 June 1993 and the financial position as at 30 June 1993.

At the date of signing, we are not aware of any circumstances which would render the particulars included in the financial statements misleading or inaccurate.

Tony Pedder
SECRETARY

D T Yaxley
DIRECTOR OF FINANCE

31 August 1993

BRUNY ISLAND FERRY SERVICE BRANCH

Statement of Financial Position as at 30 June 1993

1991-92 $'000		NOTE	1992-93 $'000
	Current Assets		
462	Cash		708
40	Receivables		31
34	Inventories		40
536	**Total Current Assets**	7	779
	Non Current Assets		
4,952	Property, plant and equipment	10	4,798
20	Deferred expenditure		17
205	Investments		217
5,177	**Total Non Current Assets**		5,032
5,713	**Total Assets**		5,811
	Current Liabilities		
55	Creditors		110
300	Provisionworkers' compensation	6	293
110	Provision for leave	6	110
465	**Total Current Liabilities**		513
	Non Current Liabilities		
2,909	Borrowings	2	2,957
334	Provision for Retirement Benefits	6	334
3,243	**Total Non Current Liabilities**		3,291
3,708	**Total Liabilities**		3,804
$2,005	**Net Assets**		$2,007
	Equity		
2,580	Grants	4	2,580
(1,007)	Accumulated losses	3	(1,020)
432	Reserves	5	447
$2,005	**Total Equity**		$2,007

BRUNY ISLAND FERRY SERVICE BRANCH

Statement of Income and Expenditure for Year ended 30 June 1993

1991-92 $'000		NOTE	1992-93 $'000	
	Revenue			
582	Fares and freight		689	
1	Rents received		3	
1	State Sinking Fund interest		15	
	Miscellaneous		2	
584				709
	Expenditure			
	Administration			
68	Salaries and wages		43	
33	Superannuation		38	
28	Payroll tax		31	
39	Other costs		39	
168			151	
53	**Terminal costs**		24	
	Vessel operating costs			
397	Salaries and wages		413	
130	Fuel		160	
23	Annual surveys		63	
10	Leave, superannuation	6		
435	Interest		399	
283	Depreciation		272	1,593,218
60	Insurance		49	(1,636,218)
23	Repairs and maintenance		50	(43,000)
300	Workers' compensation	6	43	
6	Retiring and death allowance			
21	Other costs		12	
1,688			1,461	
	Abnormal item			
453	Workers' compensation payments			
2,362	**Total expenditure**			1,636
(1,778)	**Operating loss before Operating Grants & Subsidies**			(927)
	Operating Grants and Subsidies			
80	Grant for capital work			
1,784	Appropriation from Treasury			942
1,864				942
86	**Operating Profit**			15
(1,013)	Unreimbursed loss from prior years			(1,007)
0	Prior year adjustment			(13)
(927)	Total available for appropriation			(1,005)
(80)	Amounts transferred to Reserves			(15)
($1,007)	**Accumulated loss as at 30 June 1993**	3		($1,020)

BRUNY ISLAND FERRY SERVICE BRANCH

Statement of Cash Flows for Year ended 30 June 1993

	NOTE	1992-93 $'000 Inflows (Outflows)	
Cash Flows from Operating activities			
Consolidated Fund Appropriation		942	
Receipts from customers		703	
Payments to employees and suppliers		(902)	
Funds provided by Operating activities	9		743
Cash Flows from Investing activities			
Payments for plant and equipment		(123)	
Funds used in Investing activities			(123)
Cash Flows from Financing activities			
Tascorp loans received		102	
Interest paid		(399)	
Tascorp loans repaid		(50)	
Transfer to Reserves		(15)	
Funds used in Financing activities			(362)
Net increase in cash held			258
Cash at the beginning of the financial year			667
Cash at end of financial year	9		$925

1. Statement of Accounting Policies

Statutory Requirements

The Statements have been prepared in accordance with relevant provisions of the Transport Act 1981 and the Financial Management and Audit Act 1990.

General

The accounting policies generally applied and underlying the Financial Statements encompass the accrual and going concern bases of accounting.

Accounting Standards/Regulations

The accompanying Financial Statements have been prepared in accordance with Accounting Standards and Concepts issued by the Australian Accounting bodies. This is the first year that this Prescribed Branch has been separately reported and in some instances, comparative figures have been omitted where they were difficult to obtain.

Depreciation

The asset Mirambeena is depreciated at 5 per cent using the straight line method over its expected life.

Insurance

All assets that are insured are covered under policies arranged by the Commission's Insurance Brokers.

Format of accounts

The financial statements have been re-formatted to reflect the two separate Prescribed Branches, viz General Operations Branch and Bruny Island Ferry Service Branch. Appropriate amendments to comparative figures have been made.

2. Loans

Under the terms of Section 12 (a) of the Transport Act 1981, loans since 1 July 1985 have been provided by Tascorp.

As from 1 July 1993, interest on all borrowed funds is being met by Treasury. Discussions are continuing on the utilisation of funds already set aside with the State Sinking Fund Commissioners.

One Bruny Island Ferry Service Branch loan of $50,056 was repaid in 1992-93 while $102,000 was raised for additional work (primarily ballast tanks) on the ferry.

3. Working Capital

Up to 30 June 1990, annual losses of the Transport Commission were re-imbursed from the Consolidated Fund in the following year. As from 1 July 1991, the Transport Commission has been financed on a recurrent annual basis. Total accumulated losses to 30 June 1993 of $1.020m are carried in the Balance Sheet as Accumulated Losses.

The un-reimbursed loss from 1991-92 includes the interest payable component which last year formed part of the Division's Profit and Loss Statement. As a Prescribed Branch, the charge is now reflected in this Branch's statements. The grant in 1991-92 ($80,000) has been transferred from Treasury Appropriations in the 1991-92 General Operations statement comparative details, together with $752,675 for Workers' Compensation.

4. Grants

Grants of $2.58m ($1m from Australian Land Transport Development Fund; $1.58m from State) have been provided for construction of the ferry Mirambeena.

5. Reserves

Interest income received from the State Sinking Fund investment ($14,636) was brought to account as income and appropriated to the Asset Replacement Reserve. Movement in the Asset Replacement Reserve in 1992-93 was as follows:

	$'000
Balance at 30 June 1992	243
Add transfer from Profit and Loss account	15
Balance at 30 June 1993	$258

An amount of $189,000 remains in the Loan Repayment Reserve. There was no appropriation in 1992-93.

Reserves at 30 June 1993 comprised:

	$'000
Assets Replacement Reserve	258
Loan Repayment Reserve	189
	$447

6. Provisions

At 30 June 1992, $300,000 was provided for settlement of a number of workers' compensation claims against the Transport Commission. During 1992-93, payments totalling $50,083 were made against this Provision. An additional $43,000 was provided in 1992-93, the balance at 30 June 1993 being $292,917.

All employees are now contributors to the State's superannuation fund. The provision at 30 June 1993 marginally exceeded the liability, therefore no charge was made against operations in 1992-93. Similarly, the leave provision remained unaltered during the year.

7. Current Assets

Investments were with the State Sinking Fund Commissioners.

8. Interest on Loans and Advances

Interest charges on Bruny Island Ferry Service Branch borrowings totalled $398,793. Details are as follows ($'000):

Treasury	Tascorp	State Sinking Fund	Total
94	256	49	399

9. Reconciliation of Cash from Operating Activities ($'000)

Operating profit	15
Depreciation	272
Interest paid transferred to financing	399
Interest on Sinking Fund borrowings	(49)
Provision for employee benefits	43
Changes in Assets and Liabilities	
Loan reduction: National Debt	(4)
Receivables	9
Creditors	55
Deferred expenditure	3
Net Cash from Operating Activities	$743

Cash at end of period includes:	1992-93
Bank	708
Investments State Sinking Fund Commissioners	217
	$925

10. Non-Current Assets

The following schedule details plant, equipment, vessels and vehicle assets of the Bruny Island Ferry Service Branch ($'000):

1991-92		1992-93	
5,661	Vessels	5,794	
752	Less Provision for depreciation	1,023	
4,909			4,771
43	Other plant, equipment, vehicles		27
$4,952			$4,798

CONSOLIDATED FUND TABLE A

Summary of Expenditure and Receipts for Year ended 30 June 1993

Expenditure

	1992-93 Estimate $'000	Actual $'000	Variation $'000
Appropriation Act			
Program 2: Transport Client Services	31,264	31,258	6
Program 3: Policy Development and Co-ordination	716	716	
Program 4: King Island Shipping Service Subsidy	927	927	
Total Appropriation Act	32,907	32,901	6
Works and Services			
Program 2: Transport Client Services	36	36	
Program 3: Policy Development and Co-ordination	20	20	
Total Works and Services	56	56	
Reserved by Law			
Program 2: Transport Client Services			
R 055: Freight Subsidies under the Straits Islands Shipping Services Subsidies Act	211	211	
Total Reserved by Law	211	211	
Total Expenditure	33,174	33,168	6
Receipts			
Motor tax	20,410	18,972	(1,438)
Traffic fees	14,708	21,118	6,410
Total Receipts	35,118	40,090	4,972

CONSOLIDATED FUND TABLE B

Expenditure - Appropriation Act for Year ended 30 June 1993

	1992-93 Estimate $'000		Actual $'000	Variation $'000
Program 2: Transport Client Services				
Recurrent Services				
A100 Operating Expenses	31,236		31,236	
Salaries and related expenses		5,026		
Materials and supplies		310		
Communications		601		
Property services		487		
Contract services		774		
Finance		373		
Motorcycle Rider Training		367		
Provisions		810		
Corporate Services contribution		2,374		
Payments to school bus operators, including Metro		18,580		
Other		1,534		
C207 Rent of premises	18	18	18	
C414 Public Vehicles Licensing Appeal Tribunal	10	4	4	6
Total Recurrent Services	31,264	31,258	31,258	6
Works and Services				
H100 Other Works and Purposes	36		36	
Computer equipment		36		
Total Works and Services	36	36	36	
Total Client Services	31,300	31,294	31,294	6

CONSOLIDATED FUND TABLE D

Receipts for Year ended 30 June 1993

	1992-93 Estimate $'000		Actual $'000	Variation $'000
Recurrent				
Y 804: Traffic Fees	14,708		21,118	6,410
Registrations		16,665		
Drivers licences		5,897		
Motorcycle Rider Training Levy		358		
Other		725		
Transfer to Police Department		(5,600)		
Contra Y 055		3,073		
	14,708	21,118	21,118	6,410
Y 055: Motor Tax	20,410		18,972	(1,438)
Motor tax		21,480		
Public vehicle fees		470		
RORVL C fees		95		
Contra Y 804		(3,073)		
	20,410	18,972	18,972	(1,438)
Total Receipts	35,118	40,090	40,090	4,972

SPECIAL DEPOSITS AND TRUST FUND: T464

Statement of Income and Expenditure for Year ended 30 June 1993

Function and Purpose of Account

This Trust account records gross Motor Registry collections forwarded to Treasury after deducting expenditure reimbursement for the month. This practice of forwarding net collections has now ceased.

	NOTE	1992-93 Actual $'000
Opening balance	1	334
Receipts		
Motor taxation collections	2	24,181
		24,515
Less expenditure	2	24,515
Closing balance		0

Notes

1 The opening balance is the school bus fares collected forwarded to Treasury in 1991-92 and cleared during 1992-93.

2 During 1992-93, the practice of forwarding net collections to Treasury continued. This ceased as from 1 July 1993. It is not possible to split the collections into respective components. Expenditure out of this account represented the clearing by Treasury.

DEPARTMENT OF TRANSPORT AND WORKS

TRANSPORT INFRASTRUCTURE

FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1993

The accompanying financial statements comprising Profit and Loss Statement, Balance Sheet and Statement of Cash Flows, together with the Explanatory Notes, have been prepared in compliance with the provisions of the Financial Management and Audit Act 1990 and the Roads and Jetties Act 1935.

Resulting from the introduction of accrual accounting, the Division has determined a value for the Road Asset Infrastructure. The amount provided represents the written down current replacement cost of the Classified Road system in Tasmania.

In our opinion, the accompanying financial statements exhibit a true and fair view of the Division's financial position as at 30 June 1993 and transactions for the period then ended. Further, we are not aware of any circumstances which would render any particulars included in the financial statements to be misleading or inaccurate.

Tony Pedder
SECRETARY

D.T. Yaxley
DIRECTOR OF FINANCE

31 August 1993

Profit and Loss Statement for the Year ended 30 June 1993

	NOTE	1992-93 $	1991-92 $
OPERATING REVENUE			
Proceeds from sale of assets		-	983,000
Woodchip tolls		697,838	717,666
Other	4	409,872	149,455
Total Operating Revenue		1,107,710	1,850,121
OPERATING EXPENSES			
National Highway maintenance		7,193,611	6,211,472
Arterial Road maintenance		29,081,505	28,473,502
Local Road maintenance		5,472,673	6,734,738
Water transport facilities construction		317,633	653,486
Water transport facilities maintenance		598,533	397,469
Aerodrome maintenance		141,057	-
Program development		5,351,311	4,169,659
Assistance to Local Government		1,097,247	5,327,192
Depreciation road infrastructure asset		61,504,788	-
Other	5	166,297	251,021
Total Operating Expenses		110,924,655	52,218,539
Operating Profit/(Loss) before Abnormal Items		(109,816,945)	(50,368,418)
ABNORMAL ITEMS			
Revaluation decrement - land acquired for future development		(329,000)	-
Road infrastructure transferred to Local Government	11	(118,108,924)	-
Total Abnormal Items		(118,437,924)	0
Operating Profit/(Loss) before Operating Grants		(228,254,869)	(50,368,418)
OPERATING GRANTS AND SUBSIDIES			
Consolidated Fund - Works and Services		97,035,827	90,180,000
Consolidated Fund - Recurrent Expenditure		396,607	1,092,554
Black Spot Program Receipts		11,515,164	-
Total Operating Grants and Subsidies		108,947,598	91,272,554
Operating Profit/(Loss)		(119,307,271)	40,904,136
Retained Profits or Accumulated Losses at beginning of Financial Year		37,844,148	(3,059,988)
Aggregate of Amounts Transferred from Reserves		-	-
Total Available for Appropriation		(81,463,123)	37,844,148
Transfer to Reserves			
Accumulated Profits/(Losses) at 30 June:		(81,463,123)	37,844,148

TRANSPORT INFRASTRUCTURE

Balance Sheet as at 30 June 1993

	NOTE	1992-93 $	1991-92 $
CURRENT ASSETS			
Cash	6	3,938,607	1,790,107
Receivables	7	263,999	536,779
Inventories	8	10,321	18,095
Other	9	81,820	66,805
Total Current Assets		4,294,747	2,411,786
NON-CURRENT ASSETS			
Receivables	7	86,283	91,265
Property, plant and equipment	10	10,628,523	9,159,879
Road asset infrastructure	11	3,438,556,322	3,594,786,017
Total Non-Current Assets		3,449,271,128	3,604,037,161
Total Assets		3,453,565,875	3,606,448,947
CURRENT LIABILITIES			
Creditors	12	766,380	1,732,277
Provisions	13	2,063,483	2,034,836
Other	14	14,768	279,159
Total Current Liabilities		2,844,631	4,046,272
NON-CURRENT LIABILITIES			
Creditors	12	250,000	250,000
Total Non-Current Liabilities		250,000	250,000
Total Liabilities		3,094,631	4,296,272
Net Assets		3,450,471,244	3,602,152,675
SHAREHOLDERS EQUITY			
Asset Revaluation Reserve	15	3,531,934,367	3,564,308,527
Accumulated profits		(81,463,123)	37,844,148
Total Shareholders Equity		3,450,471,244	3,602,152,675

Statement of Cash Flows for Year ended 30 June 1993

	NOTE	1992-93 $	1991-92 $
CASH FLOWS FROM OPERATING ACTIVITIES			
INFLOWS:			
Consolidated Fund-Recurrent Services		97,035,827	90,180,000
Consolidated Fund-Works and Services		396,607	1,092,554
Black Spot Program Receipts		11,515,164	-
Miscellaneous Receipts from Customers		1,107,710	867,121
		110,055,308	92,139,675
OUTFLOWS:			
Payments to suppliers and employees		(49,522,131)	(51,870,163)
Net Cash provided by operating activities	17	60,533,177	40,269,512
CASH FLOWS FROM INVESTING ACTIVITIES			
INFLOWS:			
Proceeds from sale of non-current assets		318,441	1,032,500
		318,441	1,032,500
OUTFLOWS:			
Payments for new road construction		(56,011,427)	(35,969,076)
Payments for property, plant and equipment		(2,468,610)	(348,698)
Miscellaneous Transfer		-	1,285
		(58,480,037)	(36,316,489)
Net Cash Provided by Investing Activities		(58,161,596)	(35,283,989)
Net Increase/(Decrease) in cash held		2,371,581	4,985,523
Cash at 1 July		1,209,985	(3,775,538)
Cash at 30 June	16	3,581,566	1,209,985

1. STATEMENT OF ACCOUNTING POLICIES

Basis for Preparation of Accounts

The accounts for Transport Infrastructure are currently maintained on a receipts and payments basis to ensure that departmental records are compatible with State Budget appropriations and the funding processes of the Commonwealth Government.

The attached Statements of Accounts have been prepared in accordance with the Financial Management and Audit Act 1990 and are in compliance with contemporary Australian Accounting Standards. The Profit and Loss Statement, Balance Sheet and Statement of Cash Flows are based on historical costs except where otherwise stated and are presented on a full accrual basis.

Comparative Figures

Comparative figures have been adjusted, where possible, to retain consistency.

Asset Management Policy

The Division has established asset registers in respect of the following major asset categories -

- road infrastructure
- bridges
- land and buildings in service, including depots and quarries
- land and buildings acquired for future roadworks
- plant and equipment
- furniture and fittings
- computer hardware and software

Valuation and depreciation methods are summarised below.

Valuation Policy

Road Infrastructure

The value of the State's roads is shown as a replacement value written down to reflect present condition.

Bridges

Bridge valuations are based on replacement values calculated from base unit rates for different bridge types.

Land and Buildings in Service and Acquired for Future Roadworks

The value of the Division's land and buildings is shown at current market value as valued by the Valuer General.

Land Under Roads and Within Road Reserves has been appreciated by 2.5% in accordance with advice received from the Valuer General.

Plant and Equipment

Assets initially brought to account at 30 June 1991 are shown at net realisable value as determined by the relevant Business Centre Manager. Assets with a net realisable value less than $1,000 were excluded. Subsequent assets are based on historical cost .

Furniture and Fittings

Valuation of these assets brought to account at 30 June 1991 is based on net realisable values with a minimum value of $1,000. Subsequent asset additions are based on historical cost.

Computer Hardware and Software

The value of these assets are based on historic cost with a minimum value of $1,000. If the precise historic cost is not known then such valuation is based on net realisable value as assessed by the Director Information Management.

Inventory

Inventories are valued at the lower of cost or net realisable value.

Asset Valuation Reserve

All fixed assets were brought to account at valuation prior 1 July 1991. Subsequent annual adjustments to Transport infrastructure asset valuations are processed through this reserve.

Depreciation Policy

Road Infrastructure and Bridges

The depreciation charge reflects condition assessment changes from one year to the next.

Land and Buildings in Service

Buildings in this category are depreciated using the straight line method at 5.0% per annum. Quarries are depreciated at 1.0% per annum on a straight line basis.

Land and Buildings Acquired for Future Roadworks

No depreciation is charged against this asset category as buildings are not purchased to generate revenue but ultimately to be demolished and the land used for roadworks. This policy is in accordance with State Road Authorities practice.

Plant and Equipment

Depreciation is charged using the straight line method. Dependent upon the asset, rates vary from 5.0% to 20.0% per annum.

Furniture and Fittings

Depreciation is charged using the straight line method. A rate of 7.5% or 10.0% per annum is used.

Computer Hardware and Software

Depreciation against this asset category is based on the straight line method and is calculated at 20.0% per annum.

2. AUDIT FEES

The Auditor General does not levy audit fees on the Transport Infrastructure Division.

3. INCOME TAX

The Transport Infrastructure Division is not liable for Income Tax.

4. OPERATING REVENUE - OTHER

	1992-93 $	1991-92 $
The reconciliation of Other under Operating Revenue is as follows:		
Prosecutions for overloading	219,882	83,273
Council Classified roads contribution	15,573	20,777
Miscellaneous property sales and rent	15,424	10,034
Property Office receipts	10,050	9,880
Miscellaneous revenue	148,943	25,491
	409,872	149,455

5. OPERATING EXPENSES - OTHER

	1992-93 $	1991-92 $
The reconciliation of Other under Operating Expenses is as follows:		
Depreciation	491,995	279,575
Net Technical Services Branch	(481,969)	39,042
Bad debts	806	3,039
Stores	7,774	-
Provision for annual leave	11,091	(5,089)
Provision for long service leave	17,556	(38,751)
Provision for doubtful debts	5,264	(2,470)
Proceeds from sale of assets adjustment	-	983,000
Prior year adjustments - accrued expense adjustments		(1,052,868)
	52,517	205,478
Gross proceeds from the sale of assets	(318,441)	(49,500)
Less: written down value of assets	432,221	95,043
Profit/(loss) on disposal of assets	113,780	45,543
Total Other	166,297	251,021

A Corporate Services overhead charge has been apportioned to the various programs within Transport Infrastructure based on project management. The Corporate Services amount applicable to 1992-93 is $2,099,000 and to 1991-92 is $2,307,000.

6. CASH BALANCE

	1992-93 $	1991-92 $
State Highways Trust Fund	3,688,607	1,540,107
Cash at bank, on hand, advances etc.	250,000	250,000
	3,938,607	1,790,107

7. RECEIVABLES

	1992-93 $	1991-92 $
The Division's receivables are as follows -		
Debtors	357,824	630,322
Less: provision for doubtful debts	7,542	2,278
	350,282	628,044
Because of the types of debt due to the Division, including interest free loans, the expected receipt is as follows:		
Current - receipt expected within 12 months	263,999	536,779
Non Current - receipt not expected within 12 months	86,283	91,265
	350,282	628,044

The collectibility of debts is assessed at year end and a specific provision is made for doubtful debts. Irrecoverable debts are written off in the year they are determined irrecoverable.

8. INVENTORIES

	1992-93 $	1991-92 $
Inventories are valued at lower of cost or net realisable value.		
Store inventories held are as follows -		
Head Office, Hobart	6,284	13,301
Northern Regional Office, Launceston	2,500	2,500
Southern Regional Office, Glenorchy	1,537	2,294
	10,321	18,095

9. OTHER CURRENT ASSETS

	1992-93 $	1991-92 $
Prepayment of Creditors	81,820	66,805
	81,820	66,805

10. PROPERTY, PLANT AND EQUIPMENT

	1992-93 $	1991-92 $
Land and buildings in service	4,952,000	4,084,500
Less Provision for depreciation	272,439	118,632
	4,679,561	3,965,868
Land and buildings acquired for future roadworks	4,174,999	3,584,000
Plant and equipment	1,234,592	1,251,272
Less Provision for depreciation	388,909	297,495
	845,683	953,777
Furniture and fittings	61,841	42,009
Less Provision for depreciation	20,557	15,977
	41,284	26,032
Computer hardware and software	1,214,949	745,991
Less Provision for depreciation	327,953	115,789
	886,996	630,202
	10,628,523	9,159,879

11. ROAD ASSET INFRASTRUCTURE

		1992-93 $	1991-92 $
The Division's Infrastructure is represented by -			
Roads			
Opening Balance		3,561,641,565	
Less Net additions and deletions		228,102,183	
Revaluation write down		138,080,652	
		3,195,458,730	3,561,641,565
Less Provision for asset restoration			
Opening balance	984,877,000		
Add Depreciation expense	36,113,257		
Less Net additions and deletions	271,457,857	749,532,400	984,877,000
		2,445,926,330	2,576,764,565
Land under roads & within road reserves			
Opening balance		274,371,036	
Less Net additions and deletions		25,312,181	
		249,058,855	274,371,036
Bridges			
Opening balance		738,021,082	
Add Net additions and deletions		15,139,381	
Less depreciation expense		25,391,531	
		727,768,932	738,021,082
Major works-in-progress			
Opening balance		5,629,334	
Add Net additions and deletions		10,172,871	
		15,802,205	5,629,334
Total Road Asset Infrastructure		3,438,556,322	3,594,786,017

The assessed written-down standard replacement cost of roads of $2,445,926,330 as at 30 June 1993 has been determined after making provision for asset restoration of $749,532,400.

The determination of the provision for asset restoration was assessed by utilising the latest available Network condition data together with the current deterioration and condition models in the Pavement Management System. These models are being continually enhanced and thus provide an increasing level of precision in road valuations. It is expected that such models will be fully developed within the next two to three years.

Subsequent valuations will identify changes in value subject to model modifications, condition status and classification of roads.

Included in the additions and deletions under each category quoted above is a transfer to Local Government totalling a net of $118,108,924. A reconciliation of this amount is as follows:

Roads	367,919,930
Provision for asset restoration	-294,335,944
Land under roads and within reserves	31,386,787
Bridges	13,138,151
	118,108,924

This transfer occurred progressively during 1992-93.

12. CREDITORS

	1992-93 $	1991-92 $
Creditors and borrowings may be itemised as follows -		
Current Liabilty		
- Sundry Debtors Recoup Works Suspense Account	357,041	580,122
- Trade creditors	409,339	1,152,155
	766,380	1,732,277
Non-Current Liability		
- Treasury advance	250,000	250,000
	250,000	250,000

13. PROVISIONS

	1992-93 $	1991-92 $
As at 30 June 1992, the following provisions exist -		
Employee leave entitlements		
- Annual leave	760,513	749,422
- Long service leave	1,302,970	1,285,414
	2,063,483	2,034,836

The provision for both annual and long service leave represents the accrued entitlement of each employee at balance date, based on the current salary rates.

14. OTHER

	1992-93 $	1991-92 $
Accrued expenses and other liabilities are as follows -		
Salaries and salary related expenses	-	274,346
Fringe Benefits Tax	14,768	4,813
	14,768	279,159

15. ASSET REVALUATION RESERVE

	1992-93 $	1991-92 $
The movement of these funds is as follows -		
Valuation Reserve brought Forward	3,564,308,527	(741,914)
Land and buildings in service brought to account	-	2,649,500
Land and buildings acquired for future roadworks brought to account	260,250	3,584,000
Road asset infrastructure brought to account	99,378,636	3,558,816,941
Land and buildings acquired for future roadworks previously brought to account incorrectly	(7,000)	-
Revaluation of roads	(138,080,652)	-
Revaluation of land under roads and within road reserves	6,074,606	-
Valuation reserve carried forward	3,531,934,367	3,564,308,527

Roads have been revalued downwards as a result of the base replacement rate being reduced from $95.00 m2 to $90.00 m2. The reduction in base rate was considered appropriate as it better reflects current prices being obtained with projects that have gone to tender. Land under roads and within road reserves have been appreciated by 2.5% in accordance with advice received from the Valuer General.

16. RECONCILIATION OF CASH

	1992-93 $	1991-92 $
Cash at 30 June 1993 as shown in the Statement of Cash Flows is reconciled to related items in the Balance Sheet as follows -		
Current Assets -		
State Highways Trust Fund	3,688,607	1,540,107
Cash at Bank	250,000	250,000
Current Liabilities -		
Sundry Debtors Recoup Works Suspense Account	(357,041)	(580,122)
	3,581,566	1,209,985

17. RECONCILIATION OF NET CASH USED IN OPERATING ACTIVITIES TO OPERATING RESULT

	1992-93 $	1991-92 $
Operating Result	(119,307,271)	40,904,136
Depreciation road infrastructure asset	61,504,788	-
Depreciation	491,995	279,575
Revaluation decrement - land	329,000	-
Road infrastructure transfer to Local Government	118,108,924	-
Loss on Sale of Fixed Assets	113,780	(937,457)
Provision for doubtful Debts	5,264	(2,470)
Provision for employee benefits	28,647	(43,840)
Decrease in debtors	272,498	-
Increase in debtors	-	(153,960)
Increase in trade creditors	-	357,900
Decrease in trade creditors	(742,816)	-
Decrease in accrued expenses	(264,391)	(61,979)
Decrease in stores	7,774	-
Increase in stores	-	(5,588)
Increase in prepaid expenses	(15,015)	(66,805)
Net cash used in operating activities	60,533,177	40,269,512

TRANSPORT INFRASTRUCTURE T763: State Highways Trust Fund

Statement of Receipts and Payments for Year ended 30 June 1993

	NOTE	1992-93 $	1991-92 $
Balance brought forward, 1 July		1,540,107	(3,599,376)
RECEIPTS			
State:			
Consolidated Fund Works and Services		97,035,827	90,180,000
Consolidated Fund Recurrent Expenditure		691,098	1,092,554
		97,726,925	91,272,554
Other:			
Black Spot receipts	3	11,515,164	-
Woodchip tolls		697,838	717,666
Property sales		19,140	-
Miscellaneous receipts and refunds	4	170,850	77,545
Prosecutions for overloading		219,882	83,273
		12,622,874	878,484
		111,889,906	88,551,662
PAYMENTS			
Road and bridgeworks:			
National roads		30,369,493	18,896,740
Arterial roads		61,230,515	51,853,460
Local roads		9,854,693	11,504,329
Program development		5,122,397	3,488,692
		106,577,098	85,743,221
Associated works:			
Water transport facilities		1,015,562	939,586
Aerodromes		138,597	-
Launceston flood protection		250,160	245,475
Prosecutions for overloading		219,882	83,273
		1,624,201	1,268,334
Total Payments		108,201,299	87,011,555
Balance as at 30 June		3,688,607	1,540,107
		111,889,906	88,551,662

DEPARTMENT OF TRANSPORT AND WORKS

WORKS DIVISION (KNOWN AS WORKS TASMANIA)

CERTIFICATION OF FINANCIAL STATEMENTS

YEAR ENDED 30 JUNE 1993

The accompanying financial statements of the Department of Transport and Works - Works Division (known as Works Tasmania) have been prepared in compliance with the provisions of the Financial Management and Audit Act 1990 and are in agreement with the relevant accounts and records so as to present fairly the financial transactions for the period 1 July 1992 to 30 June 1993 and such components of financial position which are required by Treasurer's Instructions to be disclosed in the financial statements.

At the date of signing, we are not aware of any circumstances which would render the particulars in the financial statements misleading or inaccurate.

Colin Sproule
DIRECTOR OF WORKS

Tony Pedder
SECRETARY

31 August 1993

WORKS TASMANIA - DIVISION 12

Consolidated Fund Payments for Year ended 30 June 1993

1991-92 ACTUAL ($'000)		Estimate ($'000)	1992-93 Actual ($'000)	Variation ($'000)
	PROGRAM: 1. PROFESSIONAL SERVICES			
	Works and Services			
16,475	F100 - Building construction	7,560	7,241	319
3,201	H100 - Other works and purposes	4,076	4,076	
19,676	**Total Payments for Program**	11,636	11,317	319
	PROGRAM: 2. GOVERNMENT SERVICES			
	Recurrent Services			
2,133	A100 - Operating expenses	2,038	4,785	(2747)
2,133	**Total Payments for Program**	2,038	4,785	(2747)
	TOTAL DIVISION 12			
2,133	Recurrent services	2,038	4,785	(2747)
19,676	Works and services	11,636	11,317	319
21,809	**Total Payments for Division 12**	13,674	16,102	(2,428)

WORKS TASMANIA - SPECIAL DEPOSIT & TRUST FUND T502 DEPOSITS ON CONTRACT

Statement of Receipts and Payments for Year ended 30 June 1993

FUNCTION AND PURPOSE OF ACCOUNT

Deposits held in trust and refunded to contractors on full performance of contracts.

1991-92 ACTUAL ($'000)		1992-93 ACTUAL ($'000)
64	OPENING BALANCE	62
16	RECEIPTS	9
80	Sub Total	71
18	PAYMENTS	6
62	CLOSING BALANCE	65

WORKS TASMANIA - SPECIAL DEPOSIT & TRUST FUND T642 OPERATING ACCOUNT

Statement of Receipts and Payments for Year ended 30 June 1993

FUNCTION AND PURPOSE OF ACCOUNT

To record transactions associated with the receipts and disbursements of funds for activities undertaken by Works Tasmania.

		1991-92 ACTUAL ($'000)	1992-93 ACTUAL ($'000)
	RECEIPTS		
(1)	Balance from closed Works Trust accounts		2,667
	Dept of Transport and Works		50,563
	Dept of Community and Health Services		21,951
	Dept of Education and the Arts		11,976
	Dept of Employment Industrial Relations and Training		6,104
	Dept of Police and Emergency Services		4,211
	Dept of Environment and Land Management		2,215
	Municipal Association		1,882
	Tasmanian Racing Authority		735
	Dept of Tourism Sport and Recreation		655
	Governor's Establishment		553
	Transferred from T759		3,702
	Asset sales		2,527
	Miscellaneous receipts		8,483
	TOTAL RECEIPTS		118,224
	Sub Total		118,224
	PAYMENTS		
(1)	Balance from closed Works Trust accounts		6,736
	Government Building Works Program		37,658
	Road Construction and Maintenance		44,657
	Bridge and Marine Construction and Maintenance		12,685
	Land Development and Landscape Maintenance		3,522
	Building Construction and Maintenance		4,857
	Professional Consulting Services		3,871
	Production services		2,267
	Operating and other payments		1,508
	TOTAL PAYMENTS		117,761
	CLOSING BALANCE		463

Notes

(1) T642 commenced operations as from 1 July 1992. Receipts and payments include transfers from the following closed trust accounts:-

T691 Contract Payments Suspense Account	1,049 DR
T751 Works Division Trust Fund	1,725 DR
T762 Road Construction Plant Suspense Account	2,667 CR
T889 Recoverable Works Suspense Account	3,962 DR

WORKS TASMANIA - SPECIAL DEPOSIT & TRUST FUND T759 WORKS DIVISION COMMERCIALISATION ACCOUNT

Statement of Receipts and Payments for Year ended 30 June 1993

FUNCTION AND PURPOSE OF ACCOUNT

To record certain costs approved by Cabinet in restructuring the Works Division of the Department of Transport and Works and the subsequent reimbursement of those costs from sale proceeds of certain assets managed by the Division or from such other source as may be approved by the Treasurer.

1991-92 ACTUAL ($'000)		1992-93 ACTUAL ($'000)	
(1)	OPENING BALANCE		
	RECEIPTS		
	Sub Total		
	PAYMENTS (transferred to T642)	3,702	
	CLOSING BALANCE	3,702	DR

(1) This account was not established until 1992-93.

Statement of Assets Controlled as at 30 June 1993

	$	
NON CURRENT ASSETS		
Plant and Equipment	33,197,960	
less Accumulated Depreciation	19,987,792	13,210,168
Land & Buildings		2,447,915
Furniture and Equipment	379,614	
less Accumulated Depreciation	12,892	366,722
Computer Equipment		1,702,921
Radio Telephones	226,357	
less Accumulated Depreciation	57,794	168,563
Radio Sites	137,370	
less Accumulated Depreciation	21,257	116,113
Total		18,012,402

Refer Note 1(d) for information regarding valuation policies for each major category.

Particulars of assets controlled but not disclosed in the above statement as no reliable value could be determined are as follows:-

- Work in Progress
  - Construction
  - Professional Services
  - Workshops
- Inventories
  - Stores
  - Nursery

As part of Works Tasmania's commercialisation process, information systems are being developed which will accurately identify and value these assets in accordance with Treasurer's Instructions and applicable Accounting Standards.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements have been prepared in accordance with the Financial Management and Audit Act 1990. Unless otherwise stated the accounting policies are consistent with those used in previous years.

Statutory matters

In accordance with the Tasmanian State Service (Restructuring) Order 1993 and effective as from the 3 February 1993 the Department of Construction and the Department of Roads and Transport were amalgamated to form the Department of Transport and Works. The former Department of Construction's operations forms a division within the new department and is known as Works Tasmania.

This restructuring was preceded in January 1993 by the transfer of Program 1 - Item C139 Government Accommodation: Cleaning and Incidental Expenses and Program 3 - Local Government Office to the Department of Environment and Land Management.

The Gaming Commission which previously formed part of the Department of Construction was transferred to Treasury and housing maintenance staff, also of the previous department, were transferred to the Department of Community and Health Services.

By virtue of the Administrative Arrangements Act 1990, all transactions relative to these operations for the financial year have been reflected in the financial statements of the recipient department.

Further, as part of this change, former Special Deposits and Trust Fund Accounts T691, T751, T762 and T889 have been closed and balances transferred to the new operating account T642.

As part of the Government's commitment for Works Tasmania to operate as a corporate entity effective as from 1 July 1994, significant rationalisation of operations and development of support systems occurred during 1992-93 and will continue in 1993-94.

Basis of accounting

The financial operations are funded through the Public Account on a program basis and accordingly the financial statements comprise a summary of expenditure from the Consolidated Fund as shown in the Consolidated Fund Appropriation Act 1992-1993. The balances and movements in Accounts of the Special Deposits and Trust Fund administered by Works Tasmania, which do not necessarily operate on an annual basis, are also provided.

In this context, Works Tasmania's accounts are maintained on a cash basis which has the following effect on the statements presented:

- creditors are not taken up because payments are recorded as they occur
- receipts are brought to account when moneys are received
- provisions are not generated because payments are charged and funded as they occur
- no adjustments are made for stock on hand at the beginning and end of the year, and
- no distinction is made between expenditure on recurrent services and expenditure on assets.

Identifiable direct costs and liabilities

The financial statements and other information only include identifiable direct costs and liabilities and do not reflect the total costs of the operations of Works Tasmania. Costs such as rental of shared multi-tenancy accommodation and liability for unfunded employer's superannuation contributions pre 1 July 1990 are not included.

Statement of assets

A statement of assets controlled by Works Tasmania as at the 30 June 1993, as required by the Treasurer's Instruction TI 702 (3) (C), has been prepared for the first time. Particulars of assets controlled for which no reliable values could be determined are also disclosed.

Valuation policies:-

Plant and equipment

Assets transferred from Special Deposits and Trust Fund T762 - Road Construction Plant Suspense Account are valued at written-down historical cost and depreciated over their estimated useful lives. The depreciation methods used are:

- trucks and trailers - reducing balance basis
- heavy equipment - combination reducing balance and usage basis
- minor plant - some items on straight line basis and others on a reducing balance basis
- light vehicles - usage basis
- office machines and equipment - straight line basis

Land and buildings

The capital value attributed to land and buildings are at last cyclic revaluation by the Valuer-General undertaken in accordance with the Land Valuation Act 1971, and where applicable, adjusted by the estimated percentage increases in capital values as applied to land use in each municipality so as to be effective from the 30 June 1993.

Furniture and Equipment

Furniture and equipment have been valued at written-down historical cost.

Computer equipment

Computer equipment, software and communication networks have been valued at estimated replacement cost, except for the Depot Maintenance System, which is included at written-down historical cost.

Radio Telephones and Radio Sites

These assets have been valued at written-down historical cost.

Employee entitlements

Long service leave is accrued at 9 calendar days per year of service for only employees with 10 completed years as at employment anniversary date, where annual leave accrues at 20 working days per year of service as at 1 October each year. Both entitlements are calculated using current salaries rates.

Superannuation

Eligible employees of Works Tasmania contribute to the Retirements Benefits Fund (RBF) Scheme. The RBF scheme is a defined benefit pension scheme established in 1970 for employees in the State Service. Works Tasmania during 1992-1993 contributed $1,200,000 to this scheme in respect to the employer's contribution as determined by Treasury is based on a percentage of employee salaries as at 1 July 1992.

Other information

Other financial information and balances are provided which show expenditure claims on-hand, commitments, write-offs and damages to property, employee entitlements, debts outstanding and contingent liabilities.

Comparative figures

Where necessary, comparative figures have been adjusted to comform with changes in presentation in the current year.

Rounding

All figures have been rounded off to the nearest thousand dollars except for certain supporting information.

2. EXPLANATION OF SIGNIFICANT VARIATIONS TO APPROPRIATIONS

Assets transferred from Special Deposits and Trust Fund T762 - Road Construction Plant Suspense Account are valued at historical cost. Land and building assets brought to account for the first time have been valued at estimated realisable value based on government valuation, and where applicable, adjusted for increases in capital value. Other assets identified, such as computer equipment, have been valued at estimated replacement cost.

A request for authority to expend funds in excess of amounts provided in the Consolidated Fund Appropriation Act 1992-1993 was approved during the year for Program : 2. Government Services - Item A100 - Operating Expenses amounting to $ 3,221,000. This was to fund an assessment made of the cash shortfall in operations for 1992-93. The salary costs of apprentices formerly employed by the defunct Building Construction and Maintenance operation has also been met from this Item.

OTHER INFORMATION

Expenditure claims on hand but unpaid

At the 30 June 1993 it was estimated that $2,838,551 of expenditure claims were on hand and unpaid. These claims related mainly to construction operations.

The transfer of property, plant and equipment during 1990-91, formerly owned by the Department of Community and Health Services, was financed by way of a loan. The loan balance was $ 2,786,960 as at 30 June 1993.

Commitments

Works Tasmania enters into arrangements with suppliers and contractors for materials and services many of which at year-end remain uncompleted. The majority of these arrangements constitute blanket orders which are only drawn-down when and as required and are not regarded as commitments. Specific purchase orders, contracts and warranties outstanding as at 30 June 1993 in relation to construction materials, services and consumables were considered to be immaterial.

Summary of write-offs, losses and damage

There were 73 vehicle accidents costing $140,165 (net of recoveries), and of these, 33 involved a cost in excess of $1,000 each.

The Plant Group received 29 reports of theft and vandalism to plant and equipment costing $ 29,077. No recoveries were made during 1992-93.

Employee entitlements

Employee entitlements in respect of annual leave and long service leave have been assessed at $ 6,456,000, as at 30 June 1993.

Summary of debts outstanding

Debts outstanding of $6,344,511 existed as at the 30 June 1993 and no provision for doubtful debts is considered necessary. However, a dispute does exist regarding a claim of $285,000 owed by the Department of Education and the Arts. No write-offs of unrecoverable debts occurred during 1992-93.

Contingent Liabilities

A claim has been received from a sub-contractor associated with earthworks on contract No. 278 Cambridge Road to Acton for $ 1,624,000. This claim has been presented to arbitration for resolution.

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SUPPORTING INFORMATION 1

Legislation administered by the Department

Air Navigation Act 1937
Architects Act 1929
Builders' Loans Act 1950
Burnie to Waratah Railway Act 1939
Civil Aviation (Carrier's Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport (Special Provisions) Act 1980
Don River Tramway Act 1974
Emu Bay Railway Acts 1965 and 1976
Highways Act 1951
Hobart Bridge Act 1958
Housing and Construction Act (Repeal) Act 1983
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Metropolitan Transport Act 1954
Motor Vehicles Securities Act 1984
Motor Vehicles Taxation Act 1981
Mount Dundas and Zeehan Railways Acts 1890 and 1891
Mount Lyell and Strahan Railway Acts 1892, 1893, 1896, 1898 and 1900
North Mount Lyell and Macquarie Harbour Railway Acts 1897, 1924 and 1928
North Mount Lyell Mining and Railway Act 1901
Port of Hobart Reclamation Acts 1954 and 1958
Public Works Construction Act 1880
Railway Construction Act 1885
Railway Management (Emu Bay Railway Employees) Act 1968
Railway Management Act 1935
Railways (Transfer to Commonwealth) Act 1975
Railways Clauses Consolidation Act 1901
Road Safety (Alcohol and Drugs) Act 1970
Roads and Jetties Act 1935
Straits Islands Shipping Services Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Van Diemen's Land Company's Waratah and Zeehan Railway Acts 1895, 1896 and 1948
Water-Carriage Act 1918
Wee Georgie Wood Steam Railway Act 1977
Wynyard Airport (Special Provisions) Act 1982

Statutory / Non Statutory Bodies

A. Statutory Bodies

Board of Architects
Board of Tenders
Metropolitan Transport Trust (Metro)
Public Vehicles Licensing Appeal Tribunal

B. Non Statutory Bodies

B-Doubles Consultative Committee
Contract and Tenders Committee
Financial Management Information System Committee
Flinders Island Shipping Services Interdepartmental Working Party
Level Crossing Warning Committee
Maritime Industry Advisory Council
Payroll/Personnel Consortium
Road Safety Consultative Committee
Road Safety Liaison Group
Road Safety Strategy Working Group
School Bus Safety Review Committee
Speed Zoning Review Committee
State Bicycle Advisory Committee
Tasmanian Port Policy Review Working Party
Tasmanian Transport Industry Advisory Council
Working Party on Taxi Industry Reform

Services provided to the Public

Bicycle Register	Hobart	(002) 33 5316
Bruny Island Ferry Timetable Information	Hobart	(002) 33 5363
Conveyance Allowance Applications	Hobart	(002) 33 5265
Drivers Licensing Motor Vehicle Registration Passenger Vehicle Certificates	(Hobart (Launceston (Devonport (Burnie	(002) 33 5201 (003) 36 2245 (004) 21 7911 (004) 34 6484
Driver Testing	(Hobart (Launceston (Devonport (Burnie	(002) 33 5356 (003) 36 2252 (004) 21 7911 (004) 34 6484
Freedom of Information	Hobart	(002) 33 6383
Motorcycle Rider Training (Saturday and Sunday 9.00am-5.00pm)	Hobart	(002) 33 5248 (002) 72 5282
Motor Vehicles Security Register	(Hobart (Launceston (Devonport (Burnie	(002) 33 5201 (003) 36 2687 (004) 21 7911 (004) 34 6484
Organ Donor Register	Hobart	(002) 33 5375
Overdimensional Vehicle Permits	Hobart	(002) 33 5393
Public Vehicle Licensing	(Hobart (Launceston (Devonport (Burnie	(002) 33 5201 (003) 36 2252 (004) 21 7911 (004) 34 6484
Road and Bridge Emergencies	FREECALL	(008) 00 5282
Student Concession Passes	Hobart	(002) 33 5302
Traffic Signal Fault Reporting	(Hobart (Launceston (((North West ((	(002) 33 5235 all hours (003) 36 2694 (003) 44 6122 (A/H) (003) 39 2230 (A/H) (004) 34 6495 (004) 31 1624 (A/H) (004) 35 2786 (A/H)
Transport Access Scheme	Hobart	(002) 33 5227
Vehicle Inspections	(Mornington (Launceston (Devonport (Burnie	(002) 33 5280 (003) 36 2252 (004) 21 7911 (004) 34 6484
Vehicle Standards	Hobart	(002) 33 5214

SUPPORTING INFORMATION 4

Human Resources Profile

A. Department (excluding Works Tasmania)

The level of full-time equivalent employees (FTE's) fell from 564.1 to 537.7 at 30/6/93; a reduction of 26.4. This represents a reduction of 31 in the total number of actual employees (full and part-time), which fell from 630 to 599.

TOTAL (ACTUAL) EMPLOYEES BY LOCATION

Category	South	North	North West	**Total 30 June '93**	Total 30 June '92
Administrative and Clerical	219	19	14	**252**	265
Senior Executive Service	16			**16**	14
Crossing Guard	27	26	16	**69**	69
Professional Engineer	45	6		**51**	55
Scientific	4			**4**	6
Survey, Technical and Drafting	89	28	9	**126**	147
Trade Classification	9	3	1	**13**	17
Inspector	12	7	8	**27**	26
Road Safety and Testing Officers	7	5	4	**16**	(Note 1)
Others	24	1		**25**	31
Total 30 June '93	**452**	**95**	**52**	**599**	
Total 30 June '92	486	86	58		630

FTE BY LOCATION

Category	South	North	North West	**Total 30 June '93**	Total 30 June '92
Administrative and Clerical	216.5	19.0	13.4	**248.9**	259.5
Senior Executive Service	16.0			**16.0**	14.0
Crossing Guard	5.5	5.6	4.2	**15.3**	15.3
Professional Engineer	45.0	6.0		**51.0**	55.0
Scientific	4.0			**4.0**	6.0
Survey, Technical and Drafting	88.6	28.0	9.0	**125.6**	146.4
Trade Classification	9.0	3.0	1.0	**13.0**	17.0
Inspector	12.0	7.0	8.0	**27.0**	26.0
Road Safety and Testing Officers	7.0	5.0	4.0	**16.0**	(Note 1)
Others	19.9	1.0		**20.9**	24.9
Total 30 June '93	**423.5**	**74.6**	**39.6**	**537.7**	
Total 30 June '92	452.8	65.6	45.7		564.1

TOTAL NUMBER OF EQUAL OPPORTUNITY EMPLOYEES

No employees have formally identified themselves.

TOTAL NUMBER OF FULL TIME EQUIVALENTS 30 JUNE 1993

537.7

TOTAL NUMBER OF PERSONS AS AT 30 JUNE 1993

599

TOTAL NUMBER OF EMPLOYEES SECONDED OUT AS AT 30 JUNE 1993

5	Administrative and Clerical	2
	Professional Engineers	2
	Technicians	1

TOTAL NUMBER OF EMPLOYEES SECONDED IN AS AT 30 JUNE 1993

5	Administrative and Clerical	5

TOTAL NUMBER OF EMPLOYEES ON LEAVE WITHOUT PAY AS AT 30 JUNE 1993

6	Drafting Officer	1
	Professional Engineer	1
	Administrative and Clerical	3
	Testing Officer	1

EMPLOYEE SEPARATIONS BY CATEGORY AS AT 30 JUNE 1993

5	Completion of Temporary Employment
1	Dismissal - Inability
1	Transfer - Permanent Employee
31	Retirement - Redundant
2	Retirement - Ill Health
14	Resignation - Temporary Employee
11	Resignation - Permanent Employee
7	Promotion

TOTAL NUMBER OF PERSONS RECRUITED AND SEPARATED

	Recruited	Separated
Administrative and Clerical	35	37
Senior Executive Service	0	1
Crossing Guard	9	9
Professional Engineer	1	4
Scientific	0	2
Survey, Technical and Drafting	5	16
Trade Classification	4	
Inspector	0	1
Road Safety and Testing Officers	0	0
Others	0	2
	54	72

Includes short term, temporary, and casual employment and therefore will not reconcile with other employment tables.

SICK LEAVE DAYS TAKEN

2045 (includes sick leave on full and half pay) 267 days maternity leave (6 employees)

AVERAGE SICK DAYS PER FTE

3.80 (excluding sick leave taken as part maternity leave)

ANNUAL LEAVE

NUMBER OF EMPLOYEES WHOSE CREDITS EXCEED STATUTORY LIMITS
(TWICE ANNUAL ENTITLEMENTS)
28

LONG SERVICE LEAVE

NUMBER OF EMPLOYEES WHOSE CREDITS EXCEED STATUTORY LIMITS
(180 DAYS)
8

AVERAGE SALARY COST PER FTE

$34 144

PERSONS EMPLOYED BY AWARD OR AGREEMENT

SES	16	Senior Executive Service
S113	52	Professional Engineers Award
S081	54	Clerical Employees Award
S080	5	Keyboard Employees and Office Assistants Award
S120	5	Scientific Officers Award
S135	39	Technical Officers Award
S083	31	Drafting Officers Award
S086	4	General Officers Award
S125	24	Survey Officers Award
S150	10	Electrical Electronics Public Sector Award
P011	2	Building Trades Award
ETU	1	ETU Agreement
SSOTI	269	Salaried and Senior Officers Transport Instrumentalities Award
P064	9	Shipping Award
S148	78	Miscellaneous Public Sector Award

WORKERS COMPENSATION

By nature of injury or illness:

Lost time (1 day or more)		**No lost time**	
Arm	1	Hand	3
Bicep	1	Insect Bite	1
Abdomen	1	Leg	2
Heel	1	Knee	1
Back	8	Back	8
Knee	2	Arm	2
Hand	1	Body Bruises	1
Stress	2		
Body	1		

Days Lost:	384
Cost:	$52,707

ELIGIBLE TRAINING EXPENDITURE UNDER TRAINING GUARANTEE (ADMINISTRATION ACT) 1990

$582 902.61

B. Works Tasmania

TOTAL (ACTUAL) EMPLOYEES BY LOCATION

Category	South	North	North West	**Total**
Administrative and Clerical	62	10	10	**82**
Senior Executive Service	5	1		**6**
Professional Engineers	17	5	6	**28**
Scientific	1			**1**
Survey, Technical and Drafting	49	16	9	**74**
Architectural	11	1	1	**13**
Metal Trades	51	21	17	**89**
AWU	95	84	78	**257**
FEDFA	28	12	14	**54**
Transport Workers	17	20	18	**55**
Building Trades	38	5	23	**66**
Others	8	2	2	**12**
Total 30 June '93	**382**	**177**	**178**	**737**
Total 30 June '92				1373

FTE BY LOCATION

Category	South	North	North West	**Total**
Administrative and Clerical	60.9	10.0	10.0	**80.9**
Senior Executive Service	5.0	1.0		**6.0**
Professional Engineers	17.0	5.0	6.0	**28.0**
Scientific	1.0			**1.0**
Survey, Technical and Drafting	48.6	16.0	9.0	**73.6**
Architectural	11.0	1.0	1.0	**13.0**
Metal Trades	51.0	21.0	17.0	**89.0**
AWU	95.0	84.0	77.6	**256.6**
FEDFA	28.0	12.0	14.0	**54.0**
Transport Workers	17.0	20.0	18.0	**55.0**
Building Trades	38.0	5.0	23.0	**66.0**
Others	8.0	2.0	2.0	**12.0**
Total 30 June '93	**380.5**	**177**	**177.6**	**735.1**
Total 30 June '92				1314.6

TOTAL (ACTUAL) EMPLOYEES BY DIVISION

Category	Corporate Services	Civil Construction	Professional Services	Services to Government	**Total**
Administrative and Clerical	35	35	2	10	**82**
Senior Executive Service	1	2	1	2	**6**
Professional Engineers		22	3	3	**28**
Scientific			1		**1**
Survey, Technical and Drafting		32	40	2	**74**
Architectural			10	3	**13**
Metal Trades		89			**89**
AWU		257			**257**
FEDFA		54			**54**
Transport Workers		55			**55**
Building Trades		66			**66**
Others		12			**12**
Total 30 June '93	**36**	**624**	**57**	**20**	**737**
Total 30 June '92	61	826	486		1373

FTE BY DIVISION

Category	Corporate Services	Civil Construction	Professional Services	Services to Government	**Total**
Administrative and Clerical	33.9	35.0	2.0	10.0	**80.9**
Senior Executive Service	1.0	2.0	1.0	2.0	**6.0**
Professional Engineers		22.0	3.0	3.0	**28.0**
Scientific			1.0		**1.0**
Survey, Technical and Drafting		32.0	39.6	2.0	**73.6**
Architectural			10.0	3.0	**13.0**
Metal Trades		89.0			**89.0**
AWU		256.6			**256.6**
FEDFA		54.0			**54.0**
Transport Workers		55.0			**55.0**
Building Trades		66.0			**66.0**
Others		12.0			**12.0**
Total 30 June '93	**34.9**	**623.6**	**56.6**	**20.0**	**735.1**
Total 30 June '92	59.8	826.0	428.7		1314.6

TOTAL NUMBER OF PERSONS EMPLOYED BY EMPLOYMENT AUTHORITY AS AT 30 JUNE 1993

Prescribed Office Holder

AGE	MALE	FEMALE	TOTAL
15-19			
20-24			
25-29			
30-34			
35-39			
40-44			
45-49	1		1
50-54	3		3
55-59	2		2
60+			
TOTAL	6	0	6

Casual Employees

AGE	MALE	FEMALE	TOTAL
15-19			
20-24			
25-29			
30-34		1	1
35-39			
40-44		1	1
45-49			
50-54			
55-59			
60+			
TOTAL	0	2	2

Temporary Employees

	Full Time		Part Time		
AGE	MALE	FEMALE	MALE	FEMALE	TOTAL
15-19	13				13
20-24	26				26
25-29	37				37
30-34	55				55
35-39	86		1		87
40-44	101	4		2	107
45-49	83	2			85
50-54	56				56
55-59	42				42
60+	18				18
TOTAL	517	6	1	2	526

Permanent Employees

	Full Time		Part Time		
AGE	MALE	FEMALE	MALE	FEMALE	TOTAL
15-19	6				6
20-24	5	4			9
25-29	10	2			12
30-34	16	2			18
35-39	17	4		1	22
40-44	31	1			32
45-49	41	3			44
50-54	31	3			34
55-59	19	1			20
60+	6				6
TOTAL	182	20	0	1	203

TOTAL NUMBER OF EQUAL OPPORTUNITY EMPLOYEES

No employees have formally identified themselves.

TOTAL NUMBER OF FULL TIME EQUIVALENTS 30 JUNE 1993

735.1

TOTAL NUMBER OF PERSONS AS AT 30 JUNE 1993

737

TOTAL NUMBER OF EMPLOYEES SECONDED OUT AS AT 30 JUNE 1993

2	Administrative and Clerical	1
	Professional Engineers	1

TOTAL NUMBER OF EMPLOYEES SECONDED IN AS AT 30 JUNE 1993

2	Administrative and Clerical	2

TOTAL NUMBER OF EMPLOYEES ON LEAVE WITHOUT PAY AS AT 30 JUNE 1993

1	Technical Officer

EMPLOYEE SEPARATIONS BY CATEGORY AS AT 30 JUNE 1993

31	Completion of Temporary Employment
147	Transfer
395	Redundant
75	Retirement
20	Resignation
2	Promotion
1	Death

TOTAL NUMBER OF PERSONS RECRUITED AND SEPARATED

Separated	Recruited
671	15

Includes short term temporary and casual employment.

SICK LEAVE DAYS TAKEN

4014

AVERAGE SICK DAYS PER FTE

5.61

ANNUAL LEAVE

NUMBER OF EMPLOYEES WHOSE CREDITS EXCEED STATUTORY LIMITS
(TWICE ANNUAL ENTITLEMENTS)
51

LONG SERVICE LEAVE

NUMBER OF EMPLOYEES WHOSE CREDITS EXCEED STATUTORY LIMITS
(180 DAYS)
21

AVERAGE SALARY COST PER FTE

$30,912

PERSONS EMPLOYED BY AWARD OR AGREEMENT

SES	6	Senior Executive Service
A008	89	Metal Trades Award (State Employees)
F003	257	AWU (Tas Public Service) Award
F007	54	Federated Engine Drivers & Firemans Award
F013	55	Transport Workers (State Instrumentalities) Award
F021	1	Municipal Employees (Tas) Award
F024	1	Timber Industry Consolidated Award
P011	68	Building Trades Award
P018	1	Miscellaneous Workers (Public Sector) Award
P024	5	Electric Trades (Public Sector) Award
S078	13	Architects Award
S081	82	Clerical Employees Award
S083	22	Drafting Officers Award
S086	2	General Officers Award
S113	28	Professional Engineers Award
S116	1	Quantity Surveying Award
S120	1	Scientific Officers Award
S125	2	Survey Officers Award
S135	49	Technical Officers Award

WORKERS COMPENSATION

By nature of injury or illness:

Lost time (8 hours or more)		**No lost time**	
Head	4	Head	3
Face	1	Face	2
Eye	5	Eye	10
Back	31	Back	12
Chest	3	Chest	1
Abdomen	2	Abdomen	2
Shoulder	4	Shoulder	4
Upper arm	2	Upper arm	1
Elbow	5	Elbow	4
Forearm	3	Forearm	1
Wrist	2	Wrist	3
Hand	6	Hand	6
Fingers	9	Fingers	15
Upper Limbs Multiple	1	Upper Limbs Multiple	1
Hip	1	Pelvis / Groin	2
Knee	13	Knee	2
Lower Leg	1	Lower Leg	4
Ankle	1	Ankle	2
Feet	7	Feet	2
Lower Limbs Multiple	1	Trunk Multiple	3
Head and Other	2		
Two or more limbs	1		

Hours Lost: 12503.25

Cost: $160,626.30

ELIGIBLE TRAINING EXPENDITURE UNDER TRAINING GUARANTEE (ADMINISTRATION ACT) 1990

$504,607

SUPPORTING INFORMATION 5

Eligible Courses under the Training Guarantee Act

A. Expenditure Report for Department (excluding Works Tasmania)

	$
Minimum Training Levy Requirement (1.5%)	281,000.00
Total Eligible Training Expenditure	582,902.61
Eligible Training Expenditure	
- Consultant Costs & Venue Hire	195,843.44
- Salary and Travel Costs of Training	196,330.44
- Salaries - Staff Development Section	63,000.00
- Cost of Equipment	11,719.00
- Contribution to HECS Fees	10,782.38
- Contribution to Assisted Study	
- Reimbursements	7,383.25
- Salaried Time off	97,844.10
TOTAL	582,902.61

B. Expenditure Report for Works Tasmania

	$
Minimum Training Levy Requirement (1.5%)	446,000.00
Total Eligible Training Expenditure	504,607.00
Eligible Training Expenditure	
- Assisted Study	9,186.00
- Consultancy Fees	49,240.00
- External Courses/Seminars Tasmania	140,020.00
- External Courses/Seminars Mainland	24,205.00
- Travel Intrastate	55,544.00
- Travel Interstate	8,734.00
- Venue Hire	1,298.00
- Catering Expenses	4,729.00
- Miscellaneous Expenses	16,680.00
- Wages of Participants	194,971.00
TOTAL	504,607.00

Freedom of Information Act

The Freedom of Information (FOI) Act came into effect on 1 January 1993 and it applies to the Department of Transport and Works. There were twenty two requests for information sought from the Department (including Works Tasmania) and twenty decisions made up to 30 June 1993. Eight of these requests were for information about personal records such as driver's licence and vehicle registration information.

The Tasmanian Act gives people a legal right to be provided with information held by Government unless the information is exempt from release. In particular, people have a right to information about their personal affairs and they may have the records amended if the information is incorrect, incomplete, out of date, or misleading.

Access Arrangements

Enquiries relating to access to Department of Transport and Works records can be made through the Department's FOI Officer, Penny Nicholls, who is located on Floor Nine, 10 Murray Street, Hobart, 7000 or on telephone (002) 33 6383. Arrangements can be made to obtain or inspect copies of documents released under the Act.

Application Lodgement

Each request must be in writing either in the form of a letter or placed upon an application form available at any of the Department's offices.

Application Processing

The Department is required to respond to all requests within 45 days. In addition, fees may be charged and the Department must notify an applicant if the charge is likely to exceed $25. If an applicant is requesting personal information about himself or herself or can show that he or she is in difficult financial circumstances, charges will be reduced and may be waived altogether.

When processing applications the Department will make every effort to minimise the cost to applicants, as well as the time taken to respond to requests.

Document Categories

Categories of documents held by the Department include:

- documents prepared for submission to the Minister
- briefing notes and reports
- correspondence from members of the public, other Ministers and Members of Parliament
- internal policy and working papers of the Department
- range of information relating to drivers' licences, vehicle registrations and transport concession holders and
- administrative documents on recruitment, personnel files, staff and establishment, organisation and accommodation, financial and expenditure matters.

Road Lengths

Details of Classified Roads by length and surface type

	LENGTH IN KILOMETRES		
	SEALED	UNSEALED	TOTAL
State Highways	1882	67	1949
Main Roads	1027	35	1062
Secondary Roads	147	7	154
Tourist Roads	141	33	174
Development Roads	61	24	85
TOTAL	3258	166	3424

SUPPORTING INFORMATION 8

Major Road Contracts Awarded

DESCRIPTION	CONTRACTOR	COST ($)
Tasman Highway Cambridge Road to Acton Road Road and Bridgeworks	Department of Construction	2,630,999
Brooker Avenue Derwent Park Road Junction Improvements	Hazell Bros Civil Contracting Pty Ltd	681,802
Midland Highway Overtaking Lanes North of Ross South of Tunbridge	Hazell Bros Civil Contracting Pty Ltd	1,070,069
Midland Highway Overtaking Lanes South of Symmons Plains, and Fairfield Stock Underpass	Boral Contracting	904,450
Southern Region State Arterial Roads Reseals 1992-93	Department of Construction	685,313
Bass Highway Prospect Vale Interchange Roadworks	Department of Construction	1,373,697
Bass Highway Rehabilitation	Department of Construction	3,296,722
Tasman Highway Woodsdale Road to Bust-Me-Gall Hill Black Charlies Opening to Woodsdale Road	Hazell Bros Civil Contracting Pty Ltd	3,856,648
Northern Region Sealing Works	Emoleum (Aust) Ltd	674,771
Midland Highway Overtaking Lanes South of Sorell Springs, North of Oatlands and Specific Road Maintenance	Hazell Bros Civil Contracting Pty Ltd	2,144,663
Brooker Avenue Lampton Avenue Junction Improvements	Tasforce Civil Construction	833,948
Tasman Highway Boathouse Road to Lake Leake Main Road	Department of Construction	695,096
East Tamar Highway Windermere Road to George Town Road Widening	Hazell Constructions Pty Ltd	2,043,400
Bass Highway Pateena Road to South Esk River Stage 2 Roadworks and Pateena Road Interchange	Brambles Equipment Division	4,448,906
Bass Highway Mersey River Bridge	Baulderstone Hornibrook	4,533,237
Bass Highway River Road Overpass Bridgeworks and Associated Roadworks	Works Tasmania	1,337,129

Major Road Contracts Awarded *(continued)*

West Tamar Highway Cormiston Creek to Legana Roadworks	Works Tasmania	883,630
Port Sorell Main Road Pardoe Developmental Road Roundabout - Roadworks	Hazell Constructions Pty Ltd	692,331
Illawarra Main Road Overtaking Lanes	Stornoway Gravel Constructions	599,794
Tasman Highway Nunamara to beyond Weavers Creek Road Roadworks	Stornoway Gravel Constructions	954,201
Bass Highway Pateena Road to Illawarra Main Road Illawarra Main Road Interchange	Works Tasmania	2,039,950
Yellow Rock River Bridge, King Island Welcome River Bridge, Bass Highway Stanley Fishermen's Dock Stage 2, Stanley Bridgeworks	Works Tasmania	786,204
Tasman Highway Acton Road Interchange Road and Bridgeworks	Hazell Bros Civil Contracting Pty Ltd	3,500,038
Midland Highway Stock Underpasses	Tasforce Civil Construction	534,256
Forth Main Road Lillico's Road to Don Rehabilitation and Safety Works	Tasforce Civil Construction	1,049,705
Northern Region National Highway Specific Maintenance	Emoleum (Aust) Ltd	534,717
Black Spot Program Pavement Marking	Zaganite Specialised Coatings	574,878
Algona Main Road and Shones Corner Roundabouts	Works Tasmania	519,469
Southern Region Road Rehabilitation Works South Arm Secondary Road - School Road to Clifton Beach Road Channel Highway - Kettering to Woodbridge Huon Highway - Sledge Road to Dover Stage 2	Works Tasmania	2,774,375

SUPPORTING INFORMATION 11

Major Building Contracts Let through Tender by Works Tasmania

DESCRIPTION	CONTRACTOR	COST ($)
Risdon Prison - Catering Area Redevelopment	CDC Management Pty Ltd	448,851
Government House Upgrade	Brian Freeman Pty Ltd	503,417
Sydney Travel Centre - King Street Redevelopment	St Hilliers Pty Ltd	422,500
Latrobe Primary School - G P Hall	Gordon Ibbott Pty Ltd	261,380
Molesworth Primary School - Redevelopment	CDC Management Pty Ltd	267,581
Latrobe Primary School - G P Hall	Gordon Ibbott Pty Ltd	261,380
Arthurs Lake, Morass Bay Subdivision - Construction of Rural Roads	Works Tasmania	159,018
Burnie, Brickport Road Deviation	Hazell Constructions Pty Ltd	714,476
St Helens, St Helens Hospital - Day Care Centre Development	F C & L De Bruyn	204,880
Deloraine High School - Science Upgrade	LHS Constructions (Tas) Pty Ltd	194,812
Ravenswood High School - New Gymnasium	J & M Siejka of Continental Builders	359,402
New Norfolk Primary School - New G P Hall and Internal Alterations	Cunic Constructions Pty Ltd	615,935
Lindisfarne North Primary School - External Works	Hazell Bros Civil Contracting Pty Ltd	194,898
Kingston Childcare Centre - Alterations & Additions Design, Development, Documentation & Construction	Cunic Constructions Pty Ltd	161.975
Miena Ambulance Station	Martina Homes	88.909
Taroona High School - Redevelopment of Block B	Fletcher Construction Australia	872.477
Sorell District High School - Gymnasium & G P Room	RJ Welsh & Son Pty Ltd	664.414
Launceston General Hospital - WP Holman Clinic	LHS Constructions Pty Ltd	789.552
Claremont College - Further Development	Hansen Yunken (Tas) Pty Ltd	969.000
Bothwell Community Health Centre	Tascon Constructions Pty Ltd	164.950
Reece High School - Speech & Drama Department	Gordon Ibbott Pty Ltd	307,267
Tasmania Police Headquarters - Stage 3A Phase 2 City Police Station	Fletcher Construction Australia	6,298,806
Burnie Hellyer College - Gymnasium	Gordon Ibbott Pty Ltd	618,820
Barton Lodge Day Care Centre - Barton Street, Mowbray	De Jong & Sons Constructions Pty Ltd	72,040
Hobart Library Headquarters - Major Renovations Stage 1- Engineering Services Upgrade	White & McAllister (Contractors) Pty Ltd	159,675
Government Analyst	Hansen Yuncken (Tas) Pty Ltd	2,295,508
Repatriation Hospital - Palliative Care	CDC Management Pty Ltd	393,851
New Norfolk High School - Refurbishment of Material Design & Technology Facilities	CDC Management Pty Ltd	182,900
Queechy High School - Refurbishment of Material Design & Technology Facilities	Burleigh & Dean	154,472
St Helens Ambulance Station	De Jong & Sons Constructions Pty Ltd	208,351

SUPPORTING INFORMATION 12

Residential Building Contracts Let through Tender by Works Tasmania

DESCRIPTION	CONTRACTOR	COST ($)
Longford, Lots 63 & 68 Gemihu Court	Delamere Holdings Pty Ltd	135,600
Fingal, Lot 5 Lomond Place	Rawnsley Constructions	89,300
Devonport, 144A Parker Street	CDC Management Pty Ltd	116,349
Glenorchy, Lot 6 Mulberry Court	Cunic Constructions Pty Ltd	63,984
Glenorchy, Lots 7 & 8 Mulberry Court	H & A Dikkenberg	131,882
Rosetta, Lot 31 Simpson Place	Cunic Constructions Pty Ltd	64,518
Devonport, Lots 43 & 44 Stoney Rise Subdivision	CDC Management Pty Ltd	218,894
Oatlands, Lot 8 Stanley Street	J D Rowe	128,600
Devonport, Lot 6 Littler Street	De Jong & Sons Constructions Pty Ltd	178,066
Glenorchy, 5 Flamenco Circle	H & A Dikkenberg	62,852
Claremont, 8 Pascoe Avenue	Cunic Constructions Pty Ltd	367,780
Launceston, 34 Blamey Street, Punchbowl	MP & HM Baker	184,200
Devonport, 43 John Street	Jupiter Homes Pty Ltd	115,866
Campbell Town, 139 Bridge Street	M P & H M Baker	113,800
Longford, 19 Williams Street	M P & H M Baker	323,000
South Hobart, Lots 5 & 6 Saunders Crescent	H & A Dikkenberg	173,973
Swansea, 14 Shaw Street	T & M Edwards	125,300
Launceston, Lots 15, 17, 18, 19 Maitland Street	MP & HM Baker	627,900
Deloraine, Corner Church Street & Tower Hill Road	De Jong & Sons Constructions Pty Ltd	233,421
Wynyard, Corner Church & Goldie Streets	CDC Management Pty Ltd	231,461
South Hobart, 4, 7, 8, 9, 10, 11, 45, 46 Saunders Crescent	CDC Management Pty Ltd	554,300
Triabunna, Lot 101 Selwyn Street	T & M Edwards	133,200
Glenorchy, Lots 3, 4, 5, Sundew Court	Harvey Builders	209,900
Glenorchy, Lots 9 & 10 Mulberry Court	H & A Dikkenberg	139,732
St Helens, 1 - 3 Grant Street	Rawnsley Constructions	314,480
St Helens, Lot 10 Thompson Court	K & K Lawson	285,200
Launceston, Lot 5 Fryett Street, Waverly	W & D Ring Constructions	143,700
Beaconsfield, Lot 11 Yorktown Road Subdivision	K & K Lawson	147,300
Devonport, Lot 3 Littler Court	De Jong & Sons Constructions Pty Ltd	123,119
Devonport, 24 - 26 Macfie Street	Martina Homes	284,477
Devonport, Lot 4 Middle Road	De Jong & Sons Constructions Pty Ltd	72,107
Glenorchy, Lots 1 & 2 Chapel Street	Tascon Constructions Pty Ltd	147,000
Huonville, Lot 1 Sale Street	H & A Dikkenberg	182,829
New Norfolk, Lot 425 Graham Court	Cunic Constructions Pty Ltd	125,845
Wynyard, 2 Ballard Avenue	De Jong & Sons Constructions Pty Ltd	116,682
Bicheno, Lot 1 Sinclair Street	Brown Builders Design & Construction	208,500
Stanley, Lots 1 & 3 Rougemont Street	BR & JG Tieman	128,300
Strahan, Lynch Street	Nolan Constructions Pty Ltd	137,760

Major Civil Engineering Works

Major Tenders Won

	COST ($)
Bass Highway - Prospect Vale Interchange Roadworks	1,373,697
Bass Highway - River Road Overpass	1,337,129
Bass Highway - West of River Road Bridge and Roadworks	2,040,000
West Tamar Highway - Cormiston Creek to Legana	883,630
Bass Highway - Illawarra Main Road Interchange	2,039,950
Yellow Rock Bridge, Welcome River Bridge and Stanley Fisherman's Dock	786,204
Channel Highway/Algona Road Roundabout and East Derwent Highway Shones Corner Roundabout	519,469
Road Rehabilitation South	2,774,375
Tasman Highway - Boathouse Road to Lake Leake Main Road	695,096
Bass Highway - Rehabilitation	3,296,722
Southern State Arterial Reseals	685,313
Tasman Highway - Cambridge Road to Acton Road	2,630,999

Major Projects Completed or Nearly Completed

Coal River Bridge and Road Approaches	720,720
Channel Highway - Flood Road to Musketts Corner	2,103,202
Ridgley Main Road - Tena Road to Oonah Road	1,568,916
Tasman Highway - Buckland to Tea Tree Rivulet	1,845,413
Tasman Highway - Mornington Interchange to Cambridge Road	1,825,874
Tasman Highway - Cambridge Road to Acton Road	2,491,628
Bass Highway - Prospect Vale Interchange	1,538,355
Bass Highway - South Esk River Bridge	2,898,826
Blessington Main Road - St. Leonards	506,100
West Tamar Highway - Cormiston Creek to Legana	749,612
Bass Highway - Rehabilitation	3,450,884

Major Rehabilitation Projects Completed

Murchison Highway - Que River to Animal Creek	1,002,168
Lyell Highway - Nelson River to Donaghy's Hill	707,709
Poatina Main Road - Brumby's Creek South	1,103,568
Huon Highway - Sledge Hill Road to Dover Stage 1	537,617

Road Maintenance Activities

The Civil Construction Services Division successfully completed for the year restoration, maintenance and reseal works, including a proportional content of reseal work for local government.

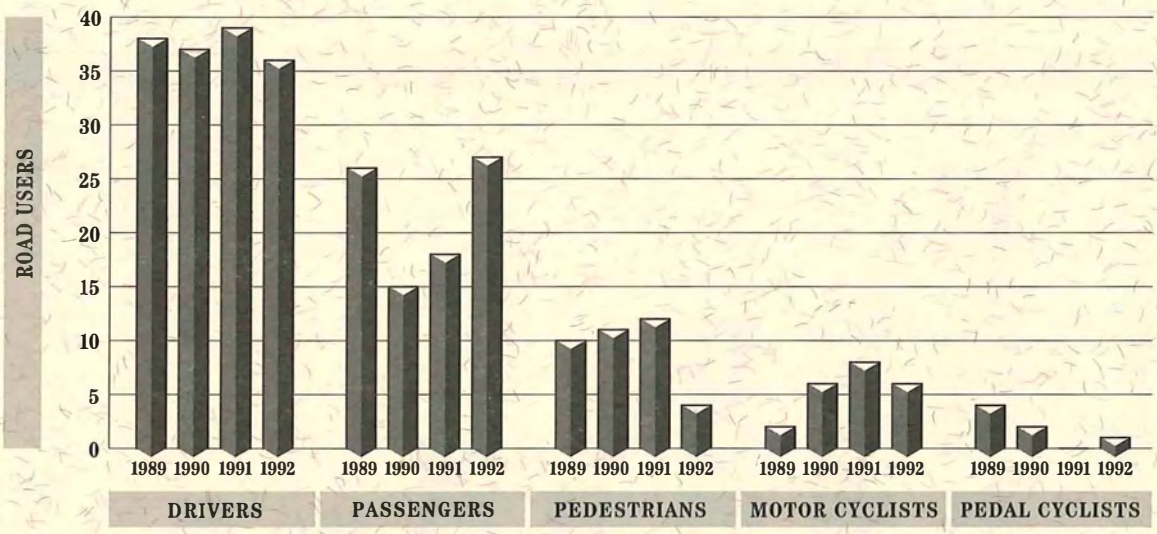
The Division's maintenance receipts Statewide was categorised as follows:

Routine Road Maintenance	6,760,000
Minor Works Maintenance Projects	6,981,670
Reseals, Overlays and Linemarking	4,831,455
Rehabilitation Projects	8,624,605

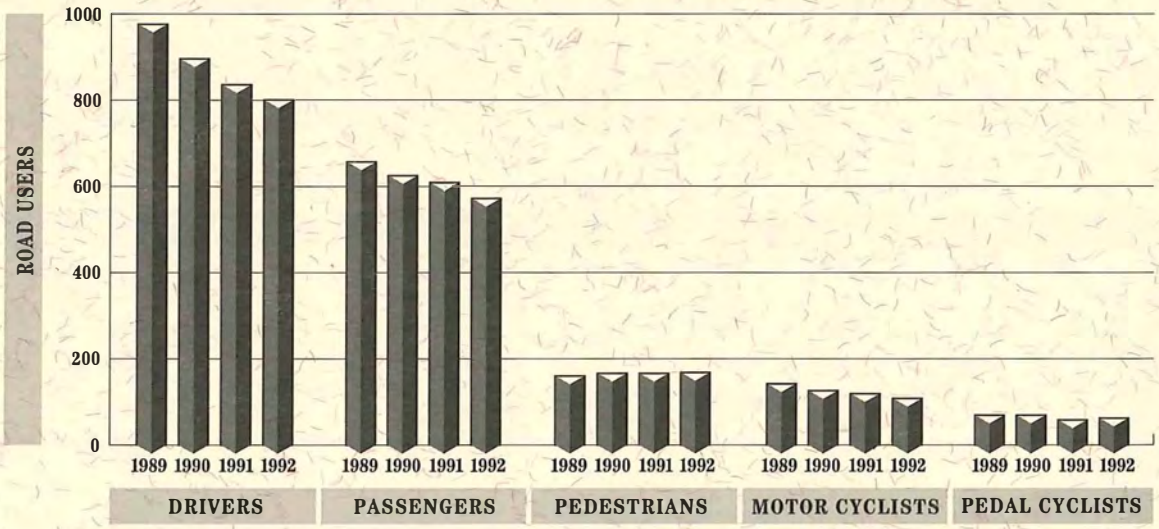
SUPPORTING INFORMATION 14

Road Safety Performance

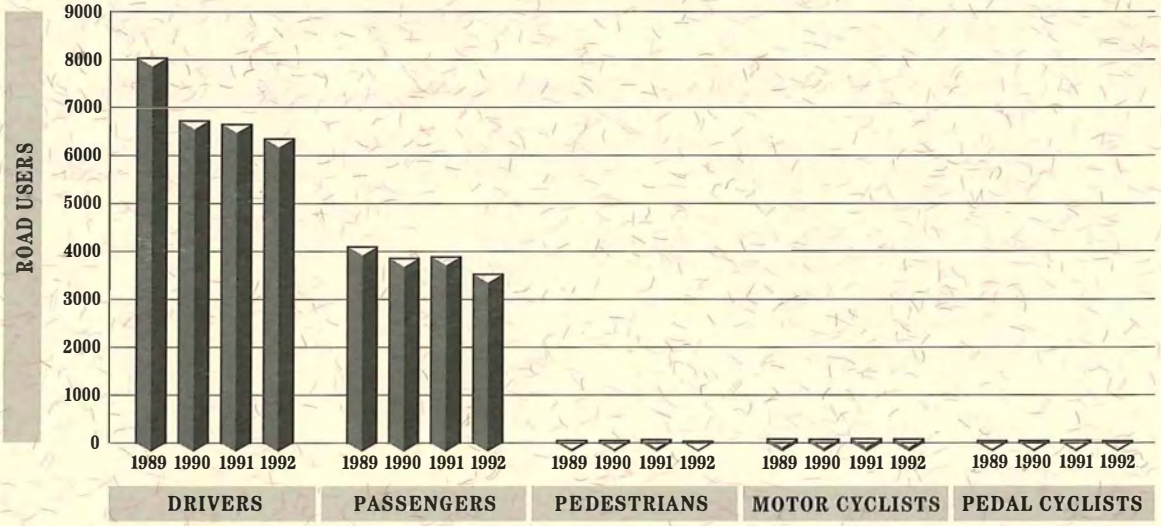
ROAD FATALITIES - TASMANIA



ROAD INJURIES - TASMANIA

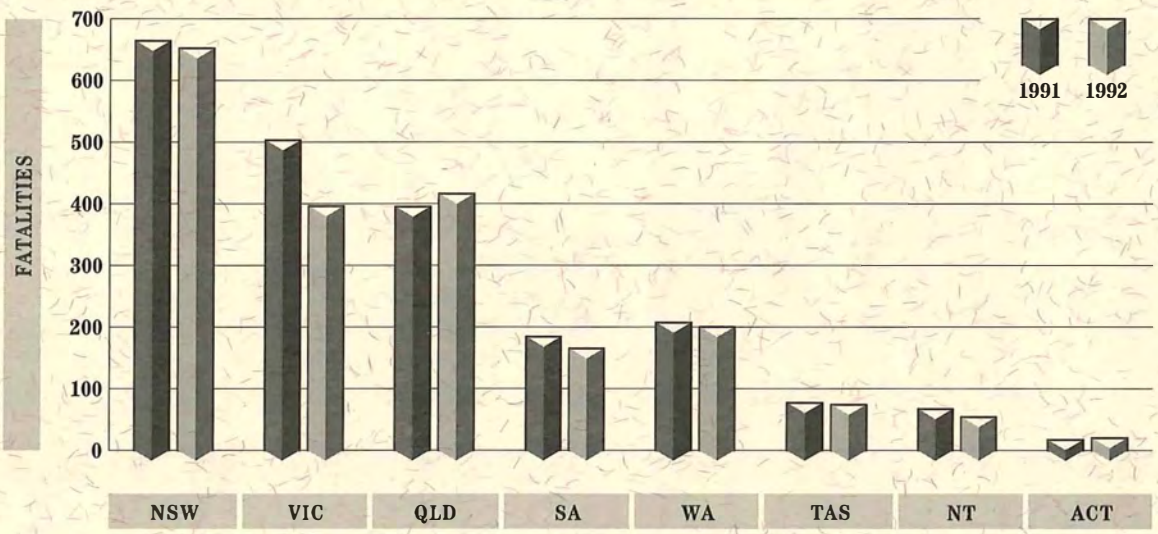


PROPERTY DAMAGE - TASMANIA



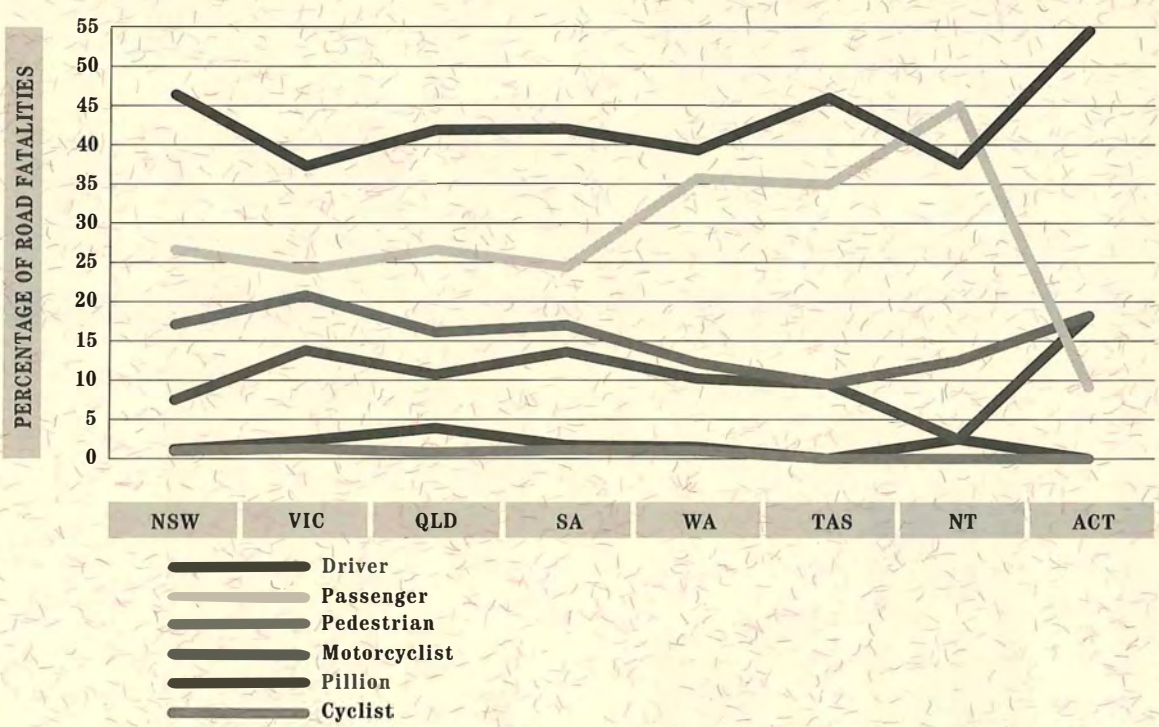
The Tasmanian data reveals many similarities with the Australia-wide accident situation. As with the rest of Australia, the overall trend in road deaths and serious injuries is declining due in no small part to the various road safety actions that have been pursued to date.

ROAD FATALITIES BY STATE 1991-92 CALENDAR YEARS



There is also a similar mix of road users killed across Australia, although Tasmania has a higher proportion of driver and motorcycle rider fatalities. However, there are relatively smaller numbers of cyclists involved in fatal accidents than in other parts of Australia.

ROAD FATALITIES BY STATE 1991-92 CALENDAR YEARS

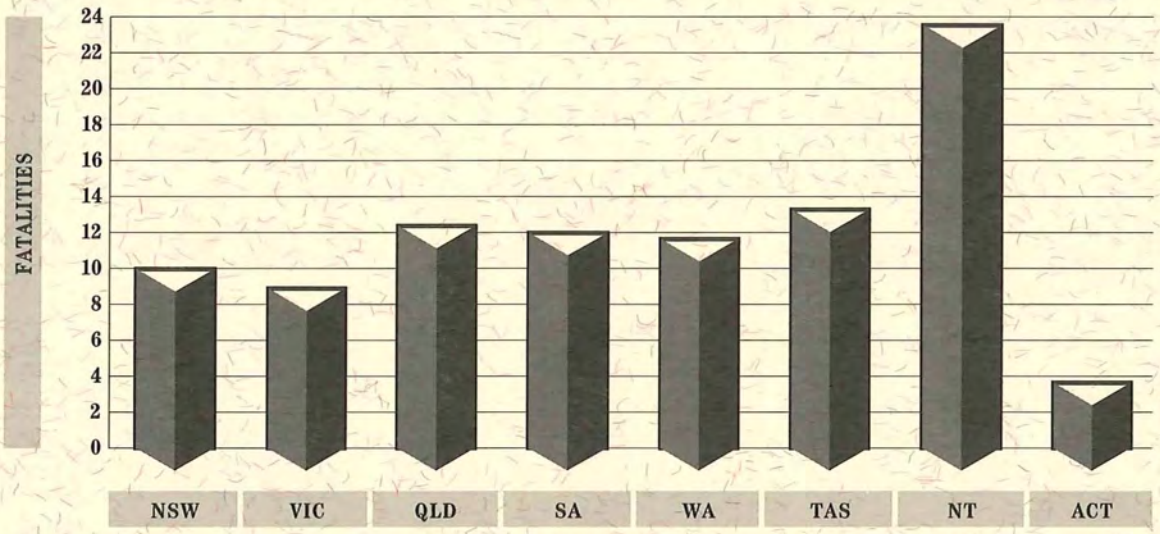


SUPPORTING INFORMATION 14

Road Safety Performance

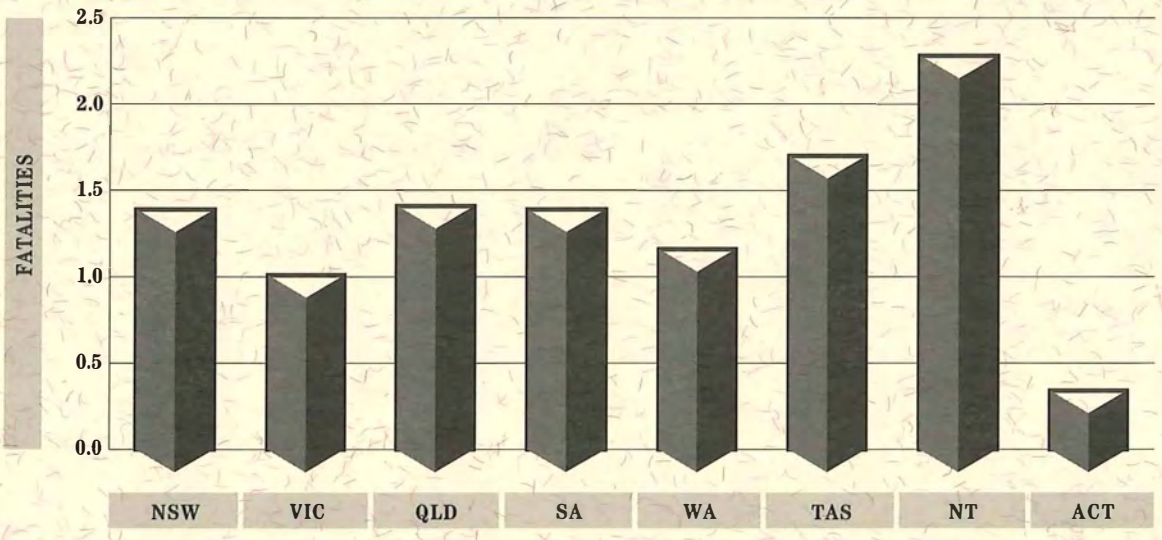
Between July 1992 and June 1993, an average of 13.27 Tasmanians were killed for every 100,000 population in our State. This figure is the second highest for every State and Territory in Australia and is well above the national average of 10.54.

FATALITIES PER 100,000 POPULATION 1992-93



Tasmania does not fare any better in the measure of fatalities per 100 million vehicle kilometres travelled. This State has the second highest rate - 1.70 which is behind the Northern Territory. The national average is 1.26.

FATALITIES PER 100 MILLON KM TRAVELLED 1992-93



A. Drivers' Licences

	1990-91	1991-92	1992-93
Current Basic and Provisional	280,406	281,958	283,922
Current Learners	15,335	15,407	16,732
Basic Suspended	350	531	658
Basic Cancelled	4,007	3,950	3,841
Restricted Licences	511	451	356

B. Licence Disqualifications

Drink Driving	4,782	4,924	4,077
Demerit Points	1,136	1,297	1,490
Other Offences	1,243	1,474	1,312
Total	7,161	7,695	6,879

C. Motorcycle Rider Training Scheme

Participants	2,087	1,933	1,998
Courses	514	467	489
Passes	1,955	1,605	1,711
Failures	132	327	56

D. Registered Organ Donors

	77,612	95,421	115,174

SUPPORTING INFORMATION 16

Motor Vehicle Registrations

A. New Registrations

	1990-91	1991-92	1992-93
Motor vehicles (cars, trucks, vans, etc)	12,717	14,311	12,646
Motorcycles	446	365	397
Total	13,163	14,676	13,043

B. Current Registrations

Cars, Station Wagons	223,390	228,079	231,337
Utilities and Vans	46,081	47,249	48,159
Trucks	19,944	20,636	21,205
Buses	1,996	2,022	2,066
Motorcycles	6,348	6,341	6,566
Other Powered Vehicles	8,447	8,470	8,461
Trailers, Caravans, etc.	61,064	61,780	62,800
Total	367,270	374,577	380,594

C. Motor Vehicles Securities Register

Vehicles on register (hire purchase)	53,038	52,744	52,519
Securities register enquiries	41,867	42,637	47,752
Securities register certificates	4,175	3,811	3,350

Public Vehicle Licensing

A. Licence Applications/Variations

	1990-91	1991-92	1992-93
Number received	2,561	2,741	2,444
Refused	60	69	66
Withdrawn	38	13	10
Formal Hearings or Inquiries	14	32	45

B. Public Vehicle Licences on issue

Cab and Hire Car	459	491	526
Hire and Drive	2,317	2,694	2,449
Coach and Omnibus	1,081	1,106	1,102
Ancillary (including trailers)	689	1,009	1,007
Cart (including trailers)	6,177	6,404	6,607
Carrier (including trailers)	267	272	284
Aircraft	87	90	101
Other	8	10	12
Total	11,085	12,076	12,088

C. Licences Transferred

	1,635	1,433	1,558

D. Public Vehicles Licensing Appeal Tribunal

Appeals Upheld	9	5	5
Appeals Dismissed	5	3	2
Appeals Withdrawn	7	4	5
Appeals Adjourned	2	2	3
Total	23	14	15

SUPPORTING INFORMATION 18

Vehicle Inspection and Enforcement

A. Vehicle Inspections

	1990-91	1991-92	1992-93
Pre-Registration	22,152	23,387	22,636
Roadside Mechanical Check	22,919	25,628	22,127
Weighing	9,220	10,106	8,351
Roadside Public Vehicle Check	5,492	5,488	4,130
Other	13,437	13,109	12,268
Total	73,220	77,718	69,512

B. Vehicles Inspected

Car	28,623	30,620	28,384
Light Commercial	6,291	6,580	6,484
Light Trailer	4,696	4,727	4,718
Heavy Vehicle	8,182	7,813	6,291
Heavy Trailer	1,435	1,234	1,125
Bus	3,540	3,542	3,517
Motorcycle	1,302	1,251	1,152
Primemover/Semi trailer	19,202	21,933	17,841
Passed Inspection	58,298	62,435	55,135

C. Prosecutions

	1,857	1,552	1,801

SUPPORTING INFORMATION 19

Bruny Island Ferry

Voyages made	6,956	6,632	6,674
Vehicles carried	104,124	108,211	116,211

SUPPORTING INFORMATION 20
Student Transport

	1990-91	1991-92	1992-93
A. Contract School Bus Services			
Total No. School Bus Contracts	446	440	441
Total No. Bus Routes	643	642	594
Total Distance per Week Contracted	26,502	27,965	29,489
Total No. Students Regularly Carried	19,375	19,566	19,744
Average No. Students per Bus Trip	30	34	33
B. Expenditure		$	
School Bus Contracts	12,434,659	13,035,840	13,149,736
Reimbursement to Metro for Free Transfers	1,436,684	1,304,596	1,304,000
Conveyance Allowances to Parents	513,761	473,640	474,603
Subsidies to Metro for School Bus Services	413,508	1,115,445	1,454,963
Subsidies to Private Bus Operators for School Bus Services	1,409,384	2,056,601	2,671,290
Total	16,207,996	17,986,122	19,054,592

SUPPORTING INFORMATION 21
Concessions and Subsidies

A. Transport and Parking Concession Scheme			
Applications Granted	655	4,343	1,022
Permits on Issue	4,494	4,313	5,335
No. of Taxi Concession Trips	177,050	144,786	114,236
B. Expenditure		$	
Taxi Service - Disabled Subsidies	449,191	407,106	358,528
Air Travel Subsidies - King and Flinders Islands Pensioners	5,344	5,417	9,915
Kingston Bus Service Subsidy	7,580	3,906	-
Flinders Island Shipping Service Subsidy	100,320	199,448	187,099
Free Passes for Road, Rail and Ferry Services	1,262	657	400
Concessional Travel for Pensioners and Unemployed - Private Bus	769,008	840,219	777,053
Concessional Travel for Pensioners and Unemployed - Ferry	7,480	6,752	6,603
Total	1,340,185	1,463,505	1,339,598

SUPPORTING INFORMATION 22

Consultancies ($2,000 and over)

DIVISION	CONSULTANT	PROJECT
Corporate Services	Coopers & Lybrand	Review of Financial Management Practices
	Aspect Computing Pty Ltd	Software Development - FMIS
	KPMG Peat Marwick	Development of Audit Strategy
	Linda Newgrain	Systems specification design for - road safety project - use of Map Info
	Jeffrey Human Resources	Counselling Skills Course
Policy Development & Co-ordination	Australian Bureau of Statistics	Aviation Demand Survey for Bass Strait Islands
	Clemenger Tasmania Pty Ltd	Safety at Roadworks Advertising
	Clemenger Tasmania Pty Ltd	Safe Routes to School Advertising
	Ogilvy & Mather Mazengarb Pty Ltd	Speed Kills Television Commercial
	O M M Media Pty Ltd	Bathurst 1000 Drink/Drive Advertising
Transport Infrastructure	R Dunbabin	Collation of Road Data
	Gutteridge Haskins & Davey Pty Ltd	Contracts 302 & 311 Design - Documentation Contract Administration
	S K Technology	Bowen Bridge - Lubrication boxes/ leakage investigation and design and specification of Remedial Measures
	Skilled Engineering Pty Ltd	Project Engineer Northern Regional Office
	Department of Construction	Bass Highway - Public Display Victoria Bridge to Port Sorell Main Road
	Thompson & Brett Pty Ltd	Bass Highway - Overtaking Lanes West and East of Elizabeth Town
	Thompson & Brett Pty Ltd	Midland Highway - Overtaking Lanes South of Epping Forest Illawarra Main Road - Overtaking Lanes
	Stephenson EMF Consultants	Midland Highway - Conara to Oatlands Stock Underpasses - Design & Contract Administration
	T W Crow & Associates	Project Management/Skill Enhancement
	Harding & Associates	Update Link Maps for Classified Road
	Smith Sale & Burbury	East Tamar Highway - Windermere Road to George Town
	Ratio Consultants Pty Ltd	Planning Study - Gunn Street/Boyer Secondary Road, Planning/Engineering Study
	Maunsell Ltd/Stephenson EMF	Victoria Bridge Complex Devonport Design and Contract Administration
	Smith Sale & Burbury Consulting Engineers	Tasman Highway - Tea Tree Rivulet to Thumbs Bridge & Black Bridge for 2km to the East - Roadworks
	Land Rehabilitation Services	Tasman Highway - Acton Road to Holyman Avenue

SUPPORTING INFORMATION 22

Consultancies ($2,000 and over) *(continued)*

Structural Systems Limited	Corrosion Assessment Tasman Bridge
S Taylor	Contract Engineer Northern Regional Office
Scott & Furphy Pty Ltd	Channel Highway - Summerleas Road Roundabout Roadworks - Contract Design Documentation, Administration
Sinclair Knight Consulting Engineers	North-West Construction Projects Contract Supervision
Pitt & Sherry Consulting Engineers	Bass Highway - West of River Road - Road and Bridgeworks Contract Administration
Skilled Engineering Pty Ltd	Contract Engineer - Ross Scott
Stephenson EMF Consultants	Tasman Highway - Prosser Gorge Engineering & Environmental Assessment
Loder & Bayley	Bass Highway - Howth to Chasm Creek Route Determination
O'Donnell Griffin	Bruny Island - Ramp Remote Controls
Unitas Consulting Ltd	Landscape Design & Contract Supervision East Tamar Highway/Bass Highway
Camp Scott Furphy Pty Ltd	Tasman Highway - City/Rosny Hill Safety Audit
R Schnakenberg	Survey Drafting
ETRS - Stebbing	Auditor Training Course
Gutteridge Haskins & Davey Pty Ltd	Bridgewater Bridge Lift Span - Upgrading of Electrical System
Land Rehabilitation Services	Cradle Mt Development Road/Guildford-Hampshire Link Roads - Vegetation Rehabilitation
Tasque Consultancy	Hagley Mill - Cultural Landscape Survey Bass Highway
D Parham	Ridgley Main Road - Pigeon Hill to Bass Highway Archaeological Overview
Ratio Consultants	Tamar Region Roads Study 1993 Revision
Gutteridge Haskins & Davey Pty Ltd	Tasman Highway - Acton Road Interchange Cambridge Sands
Ratio Consultants Pty Ltd	Brooker Highway - Duncan Street Planning Study - Engineering Assessment
Ratio Consultants Pty	Proposal for National Highway Classification - Extension Bass Highway (Burnie-Wynyard)
Camp Scott Furphy Pty Ltd	Value Management - Introduction and Seminars
Wise Lord & Ferguson	Strategic Planning/Continuous Improvement
G Paul	Tasman Highway - Boathouse Road to Lake Leak Main Road
D Parham	Midland Highway - Bridgewater to Brighton
A North	Tasman Highway - Nelsons Road to Corkerys Road
Land Rehabilitation Services	Cradle Mountain Link Road
T Jetson	Bass Highway - Hagley Mill Historical Research
F Baynes	Bass Highway - Hagley Mill Geotechnical Investigation
F Baynes	Ridgley Main Road Pigeon Hill to Bass Highway
Stephenson EMF Consultants	Environmental Performance Review

Consultancies ($2,000 and over) *(continued)*

	B Dunbabin	Proclamation of Classified Roads
	Tas Whole Farm Planning	Midland Highway at Cheswick Ross
	Clive Lucas, Stapleton & Partners Pty Ltd	Bass Highway - Hagley Mill - Assessment of Historical Significance
Transport Client Services	Ernst & Young	Design and Construction of a Student Transport Database and Management Information System
	Works Tasmania	Asbestos Review
Works Tasmania	A Bickford & Associates	Port Arthur/Point Puer - Archaeological
	Australian Construction Services	Chlorofluorocarbons, Air Conditioning Plant and Halons
	Australian Construction Services	Hobart Magisterial Courts, Stage 1 Demolition
	Australian Construction Services	Launceston General Hospital, Engineering Services - Provision of New Oiled Fired Boilers
	Andrew Boon Pty Ltd	Tas Ambulance Control Rooms - Rationalisation
	Andrew Boon Pty Ltd	Rationalisation of Radio Control Room
	ARTAS Architects	Smithton High School - Refurbishment Science Facility
	BPSM Pty Ltd	Devonport Community Health Centre
	BPSM Pty Ltd	North West Regional TAFE Burnie - School of Rural Industry
	BPSM Pty Ltd	Queechy High School - Refurbishment of Material Design and Technology Facilities
	Barry McNeill	Hobart Technical College - Strategic Plan - Department of Employment, Industrial Relations and Training
	Chamberlain & Associates	Royal Hobart Hospital - Out Patients Department - North East Wing - Lift Study
	David Menzies	New Norfolk High School - Refurbishment of Specialist Facilities
	David Menzies	Rose Bay/New Norfolk High School - Refurbishment of Material Design and Technology Facilities
	Davis Langdon & Beattie	Elizabeth College - Link Block C Stage 1
	Davis Langdon & Beattie	Multi Sites - Preliminary & Budget Definition
	Davis Langdon & Beattie	Northern College - Site Evaluation
	Davis Langdon & Beattie	Royal Hobart Hospital - Neurosurgery & Physiotherapy
	Dockrill Health	North West General Hospital - Health Planning Consultant
	Eastman Heffernan Walch & Button	Drysdale Hospitality College - Collins Street Development
	Eastman Heffernan Walch & Button	North Hobart, Lefroy Street - Urban Housing Project
	Eastman Heffernan Walch & Button	Relocation of CIB - 47 Liverpool Street Capita Building

Consultancies ($2,000 and over) *(continued)*

Eastman Heffernan Walch & Button	St Johns Park - Garden Wards Upgrade - Stage 1
England Newton Spratt	Willow Court, Baric Building - Structural Fabric
Eric Adam	Taroona Laboratories - Basic Research Station
Featherby Kingston Pty Ltd	Government House - Upgrade Stage 2
Featherby Kingston Pty Ltd	Hobart Technical College - Health & Safety Upgrade - Auto Trades
Featherby Kingston Pty Ltd	Multi Sites - Fire Protection in Schools
Featherby Kingston Pty Ltd	New Norfolk Hospital - Hot Oil & Heating
Forward Consultants	Hunter Street Courtyards
Forward Consultants	New Town High School - Refurbishment Science Facility
Freeman Collett Tas	65-79 Salamanca Place-Kelly Street - Conservation
Gilby Roussos Architects	Detoxification Unit - Hobart
Gilby Roussos Architects	Queenstown District Hospital - Lyell Wing
Glenn Smith & Associates	Claremont Education Park
Godden Mackay	Franklin Square Offices - Conservation
Gutteridge Haskins & Davey Pty Ltd	Redevelopment of Thermal Pool - Hastings Caves
Gutteridge Haskins & Davey Pty Ltd	Royal Hobart Hospital - Magnetic Resonance Imaging System, Chilled Water Supply
Gutteridge Haskins & Davey Pty Ltd	Royal Hobart Hospital - Provision of New Boiler Plant
Gutteridge Haskins & Davey Pty Ltd	St Johns Park Hospital - Heating System
Hydro-Electric Commission	Police Diesel Standby Plant
Jeff Fok & Partners	King Island Hospital - Co-generation
Jerry De Gryse	Liawenna Base Precinct - Strategic Development
John Howard Architect	Deloraine High School - Stage A Science Upgrade
John Howard Architect	Kings Meadows High School - Home Economic & Science Block
John Olding	North West Regional Hospital Burnie - New Base Hospital - Site Development
Johnson & Associates	Peacock Refurbishment
Johnstone McGee & Gandy Pty Ltd	Hobart Library Headquarters - Engineering Service
Johnstone McGee & Gandy Pty Ltd	Launceston General Hospital - Pathology Air Conditioning Exhaust
Johnstone McGee & Gandy Pty Ltd	Launceston General Hospital - Review of Chilled Water Systems
Johnstone McGee & Gandy Pty Ltd	North West Regional Hospital Latrobe - Laundry Boiler Plant
Johnstone McGee & Gandy Pty Ltd	North West Regional Hospital Latrobe - Mersey Services Upgrade Water Plant
Johnstone McGee & Gandy Pty Ltd	Parliament House - Standby Cooling
Johnstone McGee & Gandy Pty Ltd	Royal Hobart Hospital - Chilled Water System
Johnstone McGee & Gandy Pty Ltd	Royal Hobart Hospital - Removal of Old Fired Boilers

SUPPORTING INFORMATION 22

Consultancies ($2,000 and over) *(continued)*

Michael Cooper	Huonville High School - Refurbishment of Material Design and Technology Facilities
Michael Cooper	Huonville High School - Upgrade and Replacement Classroom
N Shillito Architect	Devonport College, TAFE - Child Care Centre
N Shillito Architect	Kingston Child Care Centre - Extensions
N Shillito Architect	Sydney Travel Centre - Redevelopment King Street
Norman Disney Young	Launceston General Hospital - Stage 2 - Engineering Services
Philp Lighton Architects	Devonport/Penguin High School - Refurbishment of Material Design and Technology Facilities
Philp Lighton Architects	Multi Purpose Centre - Flinders Island
Philp Lighton Architects	Multi Sites - Post Occupancy Evaluation
Philp Lighton Architects	Murray Street, Floor 10 - Building Works and Fitout
Philp Lighton Architects	Reece High School - Speech and Drama
Philp Lighton Architects	Reece High School - Refurbishment of Specialist Facility
Pearu Terts	Devonport Showgrounds - Acoustics
Peter Freeman & Partners	Tas Museum & Art Gallery - Precinct Study
Pru Cotton Design	Tasmanian Development Authority - Accommodation Study
Public Works Interior	Sydney Travel Centre - Accommodation
Rawlinsons (Tas) Pty Ltd	New Norfolk Primary School - Upgrade Library & Commonrooms
Rawlinsons (Tas) Pty Ltd	Taroona High School - Redevelopment Phase 2 B Block
S Firth	Tas Museum & Art Gallery/State Library
State Computer Centre	North West Regional Hospital - Mersey - Radio/TV Distribution System
Stephenson EMF Consultants	Building Health Environment - Protocols
Stephenson EMF Consultants	Davey Street, 34 South Wing
Stephenson EMF Consultants	Relocation of CIB - Capita Building
Stephenson EMF Consultants	Rosny Office Complex - Air Conditioning
Stephenson EMF Consultants	Rosny Office Complex - Occupancy Study
Stephenson EMF Consultants	St Johns Park Hospital - Carruthers Building Level 4 - Remodelling
Stephenson EMF Consultants	St Johns Park - Hot Water System
Tasarc Australia	Claremont College - Further Development
Tasarc Australia	Technopark - Centre for Precision Technology
The JRW Group Pty Ltd	Hobart Technical College - Building Studies - Value Management Study
Value Systems Pty Ltd	Drysdale Hospitality College - Value Management Study
Value Systems Pty Ltd	Hobart Magisterial Courts - Redevelopment
Value Systems Pty Ltd	Tas Museum & Art Gallery - Customs House
W T Partnership	Hobart Mammography Unit - Fitout
W T Partnership	Parliamentary Counsel - Relocation - AMP Building
W T Partnership	Risdon Prison - Stage 2 - Catering Area

Publications

Annual Report - Department of Construction 1991-92

Annual Report - Department of Roads and Transport 1991-92

Report on Public Display - Bass Highway Devonport to Port Sorell Main Road, October 1992

Report of the Tasmanian Port Policy Review Working Party, April 1993

Road Safety Strategy Plan for Tasmania - A Discussion Paper, March 1993

State Road Use Statistics, March 1993 and June 1993

Safe Routes to Schools Guidelines, April 1993

Tasman Bridge Emergency Plan, December 1992

Transport Infrastructure Emergency Procedures, December 1992

SUPPORTING INFORMATION 24

Office Locations *(As at 1 November 1993)*

	ADDRESS	PHONE	FACSIMILE
Secretary	10 Murray Street Hobart 7000 GPO Box 936J Hobart 7001	(002) 33 3598	(002) 33 3441
Secretariat	10 Murray Street Hobart 7000	(002) 33 6383	(002) 33 3441
Corporate Services			
Deputy Secretary	10 Murray Street	(002) 33 6361	(002) 33 3441
Human Resources	Hobart 7000	(002) 33 3369	(002) 33 5337
Finance		(002) 33 3371	(002) 33 2573
Information Management	1 Collins Street Hobart 7000	(002) 33 5366	(002) 33 5240
Staff Training and OHS&W	Sackville Street Hobart 7000	(002) 33 3824	(002) 33 5188
Policy Development and Co-ordination			
Director		(002) 33 3336	
Transport Policy	10 Murray Street	(002) 33 6226	(002) 33 6243
Road Safety Policies and Programs	Hobart 7000	(002) 33 2119	
Transport Infrastructure			
Deputy Secretary		(002) 33 2089	(002) 33 3937
National Roads		(002) 33 3527	
State Roads	10 Murray Street	(002) 33 3367	(002) 33 6657
Traffic and Road Asset	Hobart 7000	(002) 33 3331	
Technical Services		(002) 33 3329	(002) 33 2420
Quality Management		(002) 33 2086	(002) 33 6657
Materials and Research	6 Lampton Avenue Derwent Park 7009	(002) 33 8784	(002) 73 0003
	Southern Region 13 Farley Street Glenorchy 7010	(002) 33 8680	(002) 33 8696
	Northern Region 287 Wellington Street Launceston 7250	(003) 36 2100	(003) 36 2140
	North West Office 6 Short Street Ulverstone 7315	(004) 29 8770	(004) 29 8799

Office Locations *(continued)*

Transport Client Services Deputy Secretary Administration and Legal Support Services	1 Collins Street Hobart 7000	(002) 33 5220 (002) 33 5225	(002) 33 5377
Passenger Transport		(002) 33 5354	(002) 33 5240
Public Vehicle Management	1 Collins Street Hobart 7000	(002) 33 5190	(002) 33 5196
	75 Mornington Road Mornington 7018	(002) 33 5280	(002) 33 5253
	137-139 Paterson Street Launceston 7250	(003) 36 2252	(003) 36 2621
	31 King Street Devonport 7310	(004) 21 7911	(004) 21 7922
	32-34 Marine Terrace Burnie 7320	(004) 34 6484	(004) 34 6494
Traffic Management	1 Collins Street Hobart 7000	(002) 33 5261	(002) 33 5240
	55 Elizabeth Street Launceston 7250	(003) 36 2227	(003) 36 2601
	Three Mile Line Road Burnie 7320	(004) 34 6496	(004) 34 6379
Motor Registry	1 Collins Street Hobart 7000	(002) 33 5251	(002) 33 5229
	75 Mornington Road Mornington 7018	(002) 33 5280	(002) 33 5253
	55 Elizabeth Street Launceston 7250	(003) 36 2245	(003) 36 2601
	137-139 Paterson Street Launceston 7250	(003) 36 2252	(003) 36 2621
	31 King Street Devonport 7310	(004) 21 7911	(004) 21 7922
	32-34 Marine Terrace Burnie 7320	(004) 34 6484	(004) 34 6494

Office Locations *(continued)*

Bruny Island Ferry Service	1 Collins Street Hobart 7000	(002) 33 5313	(002) 33 5240
Special Projects	10 Murray Street Hobart 7000	(002) 33 5236	(002) 33 5262
Works Tasmania Director Services to Government	10 Murray Street Hobart 7000	(002) 33 2495 (002) 33 6220	(002) 24 1728
Professional Services	10 Murray Street Hobart 7000	(002) 33 6438	(002) 33 2088
	313 Wellington Street Launceston 7250	(003) 36 2525	(008) 36 2523
	6 Short Street Ulverstone 7315	(004) 29 8710	(004) 25 3008
Corporate Support	6 Lampton Avenue Derwent Park 7009	(002) 33 8781	(002) 73 0354
Civil Construction Services	6 Lampton Avenue Derwent Park 7009	(002) 33 8781	(002) 73 0354
	Plant Depot Sunderland Street Moonah 7009	(002) 33 8747	(002) 73 0530
	Mornington Nursery Tokari Place Mornington 7018	(002) 33 8424	(002) 44 3694
	313 Wellington Street Launceston 7250	(003) 36 2455	(003) 43 0760
	6 Short Street Ulverstone 7315	(004) 25 0222	(004) 25 3008

GLOSSARY

ATAC	Australian Transport Advisory Council
ATC	Australian Transport Council
AUSTROADS	National Association of Road Transport and Traffic Authorities in Australia
CCS	Civil Construction Services
CSOs	Community Service Obligations
EEO	Equal Employment Opportunity
ERP	Employment Rationalisation Program
ESD	Ecologically Sustainable Development
FMIS	Financial Management Information System
FOI	Freedom of Information
FTE	Full-Time Equivalent
IGAT	Inter-Governmental Agreement on Transport
MAIB	Motor Accidents Insurance Board
MCRT	Ministerial Council on Road Transport
NRTC	National Road Transport Commission
OHS&W	Occupational Health, Safety and Welfare
PDCD	Policy Development and Co-ordination Division
PSG	Professional Services Group
RBF	Retirement Benefits Fund Board
RORVL C	Review of Road Vehicle Limits Option C
TASCORP	Tasmanian Public Finance Corporation
TRACTS	Tasmanian Regional Area Controlled Traffic Signals
TREASURY	Department of Treasury and Finance
TTIAC	Tasmanian Transport Industry Advisory Council

COMPLIANCE INDEX
to disclosure requirements: 1992-93

Reference	Description	Location (Page)
AIDS TO ACCESS		
	Table of Contents	2
	Alphabetical Index	3
	Glossary of abbreviations and acronyms.	126
OVERVIEW		
TSS (AR)R 3(a)(i)	Overall mission and objectives of the Department including its strategic plan and related programs.	4
FMAA s.27(1)(a) TSS s. 33AB(1)(a)	A report on the performance of the functions and powers of the Head of Agency under any written law.	N/I
FMAA s.27(1)(b) subject to s.27(2) TSS s.33AB(1)(b)	A report by any statutory office holder employed in or attached to the Department except where required to report under any other Act.	N/I
TSS(AR)R3(a)(v)	Major initiatives taken to develop and give effect to Government policy.	4-5
TI 701 (1)(b) TSS(AR)R 3(a)(iv)	Details of major changes affecting programs, objectives or organisational structure.	4
STATUTORY/NON-STATUTORY BODIES AND COMPANIES		
	A list of statutory and non-statutory bodies.	85
	A list of names of companies.	N/A
LEGISLATION ADMINISTERED AND MAJOR DOCUMENTS PRODUCED		
TSS(AR)R 3(e)	A list of legislation administered by the Department.	84
TSS(AR)R 3(d)(i)	A list of major documents or publications produced.	122
ORGANISATIONAL STRUCTURE		
TSS(AR)R 3(a)(ii)	Organisation Chart as at the end of the reporting year.	8
TSS(AR)R 3(a)(iii)	Details of relationship between corporate and program structure.	4

PERFORMANCE INFORMATION

TI7091 (1)(a) & (e)	Treasury has recommended that the reporting of departmental activity be structured to conform with Treasury Guidelines drafted 3 December 1992 entitled "Budget Process 1993-94".	
	Departments are advised to report performance in terms of the same format (Forms 1 to 6) and have regard to the same considerations when reporting departmental performance in the annual report.	5, 33-82
	Consideration should be given to the following: - performance measures (qualitative/quantitative) - any Ministerial directives in relation to financing or investment activities - relationships between performance reported and strategic objectives referred to in the corporate/strategic plan.	N/I

HUMAN RESOURCE MANAGEMENT

TSS(AR)R3(c)(i)	Staffing information as at 30 June.	87-98
TSS(AR)R 3(c)(ii)	Eligible training courses and staff development activities.	99
TSS(AR)R 3(c)(iii)	Equal Employment Opportunity.	6, 10-11
TSS(AR)R 3(c)(iv) TSS(AR)R 3(d)(iii)	Industrial democracy plans with outline of process available for appeals against decisions by the Department.	N/I
TSS(AR)R 3(c)(v)	Occupational health and safety strategies.	10-11, 31

ASSET MANAGEMENT AND RISK POLICIES

TI 701 (1)(d)(i) & (ii)	Major capital projects.	N/I
TI 701 (1)(g)	Asset management policies, strategies and initiatives.	20, 28-30
TI701 (1)(c)	Pricing policies of goods and services.	N/I
TI701 (1)(f)	Risk management policies, activities or initiatives.	10

EXTERNAL/INTERNAL SCRUTINY

	Consultants engaged during the period.	117-121
	A list of titles and publishing dates of reports by any internal or external body.	N/I

PUBLIC ACCESS AND AWARENESS OF SERVICES PROVIDED

TSS(AR)R 3(d)(ii)	A list of contact officers and points of public access.	123-125
TSS(AR)R 3(d)(i)	Activities undertaken to develop community awareness of the services the Department provides.	N/I
	Freedom of Information details.	100

ANY OTHER MATTERS

TI 701 (1)(j)	Any other matters considered relevant for inclusion.	N/A
	• Public contact points	86
	• Staff achievements	6-7

FINANCIAL STATEMENTS

TI 701 (1)(h) & (j)	Financial statements of the Department including statements of any public body not required to report under any other Act, together with the audit opinion on those statements.	33-82